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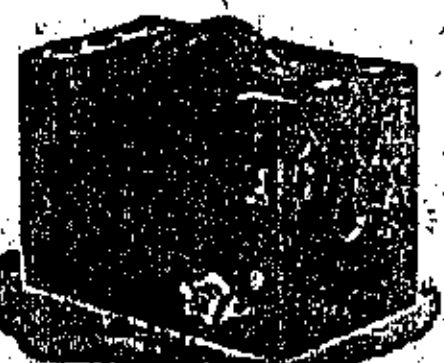
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[a1562-2]

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Hot and Cold Water throughout.

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Hongkong, 10th June 1902. [a1062]

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Hongkong, 31st October, 1902. [a45]

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Hongkong, 7th October, 1904. [94]

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P.O. Box, 33. Telephone No. 12

HONGKONG OFFICE: 14, DES VUEX ROAD CL.  
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JULY 13TH, 1905.

We are not sufficiently informed of the desires and intentions of the Colonial Government to be able to say whether the suggestions in "SPECTATOR's" letter are as valuable as they are interesting. Certainly to the unofficial eye there is much that is attractive in our correspondent's picture of quite possible developments in the New Territory which has now been under British care for more than half a dozen years; and we have little doubt that the responsible officers would be as pleased as "SPECTATOR" to see the country opened up in some such way. Following our correspondent's proposal step by step upon the map, we note that his auxiliary line would approximately follow the line of the bridge road from Sham-chun, southward along the western borders of the Lung-kuat-tau district into the area marked Shap-pat-heung, bending westward to avoid the hilly country and to intersect the populous valley that runs south to Sun-hu-yai in Castle Peak Bay. Apparently about two thirds of the route is covered by existing roads, good main roads—for China; and it comes in contact with about fifty villages and towns, nestling in fertile and productive valleys. We understand our correspondent's idea to be that a single line so laid down would very much expedite the making of the main line that has to connect Canton with Kowloon by a more direct route. He pointed out to us that the obvious way to deliver railway material for delivery at Sham-chun was to unship it at the mouth of the river entering Deep Bay on the east; but there is not enough water there for

shipping. Deep Bay is not so called because of its soundings, but because of its deep indentation of the land. Across the estuary of that river, for which the cartographers appear to have no name yet, is an awkward bar; and even supposing a laden steamer gets up river safely, it must hurry back before the tide falls, if it does not wish to rest till next tide on the mud. Asked if Sha-chun-kok, a town on the opposite side of the peninsula, in Starling Inlet, was not equally "obvious," he admitted that it was; but said the eight miles between that and Sham-chun offered more engineering difficulties than the eighteen mile route proposed by himself. "Besides," he pointed out, "look at the country to be opened up. A line from Castle Peak Bay will pay for itself while the trunk line is building." If any private syndicate had constructed a light railway through this western territory, they would not only have earned good dividend; but would in all probability have been able to sell for a good price to the Canton-Kowloon Company, who would have seen its desirability if only as a means of transport for their own material. All this to us appears plausible enough; and the only thing needed seems to be expert confirmation that the route is, indeed, as free from engineering objections and easily obstacles as our correspondent thinks it is. If, in short, this enterprise is practicable, it should be profitable, and it appears to be desirable. Of course, it will occur to the minds of many readers that the desirability of developing this territory will not appeal so strongly to the owners of property on the island. The longer that Hongkong remains the focus point of affairs, the longer will island interests possess extraordinary value. But that argument would also exclude Kowloon, and Kowloon is advancing. It cannot be long, railway or no railway, before the blooming district of Tai-po-hi and Kowloon join hands. There is undoubtedly a great future awaiting the territory lying between Deep Bay, Tolo Harbour, Sham-chun, and Hong-ham.

The Matsin Horse Bazaar, Ltd., has paid a dividend of twelve per cent., and carried forward \$2,257.43.

Lu Yuk-lin, the Chinese Consul, well known at Hongkong, has arrived at Johannesburg, and has taken up his residence there.

England now expects a General Election about June next year. There will be no Colonial Conference before it comes.

Lord Balfour of Burleigh has been appointed to the seat at the board of the Peninsular and Oriental Steam Navigation Company, vacant by the death of Sir Robert Herbert.

The 234th plague case was recorded, with two others, yesterday. This is still nearly two hundred less than at the corresponding period of last year.

The Chinese Empress Dowager is still sending her Viceroy "summer medicines"; sulphur and treacle, no doubt. For precisely that the Imperial Quackery (not Quakeress) has nothing to send but sympathy.

A report that some halibut at Shan-hai-ku were "as large as a bullet" recalls the Irish angler's measurement of the fish that broke away: it was "as long as a piece of string with two knots in it."

The ss. *Dufferin* was expected to arrive at Taku Bar from India on July 4th with the regiment of Dogras to relieve the 30th Punjab; then stationed at Shan-hai-ku. The 30th were to embark on the 5th inst.

A young Chinese rent collector, after collecting about \$700, left for Macao without paying the money over to his master. He was there arrested, and an application will be made to the Macao Government for his extradition to Hongkong.

Tang Ngai, junkmaster, was proceeded against by Mr. M. McIver, before Mr. G. N. Orme at the Police Court yesterday for plying his boat in the waters of the Colony without a licence. He was ordered to pay a fine of \$25, in default, three weeks' imprisonment.

Over a thousand Chinese employed in the Crosses mine on the Rand attacked the whites, one of whom was killed, while several others were injured. The whites' quarters were wrecked. The coolies also attacked a Kaffir. The Chinese were finally driven back into their compound by the police.

Messrs. Walker, Lamb and Co.'s China Tea market report last to hand states:—Public sales comprised 267 half-chests Black Leaf, 127 half-chests Red Leaf, and 118 packages Oolong. Medium first-ripe Keemuns were withdrawn from 44d. to 64d. per lb., Panyong from 44d. to 54d., and Oolongs from 94d. to 114d. per lb. The private market has remained inactive, with again a little more inquiry in the higher grade Keemuns, chiefly for shipping. In medium Ningohows, Monings, and Panyongs inquiry still holds from 5d. to 54d. Common Panyongs are steady in price from 44d. to 44d. Lower grades are not in general demand, but few bids on Monings and Kainows from 34d. to 34d. are heard of for shipping.

## TELEGRAMS.

"DAILY PRESS" SERVICE.

## COLLIERY EXPLOSION IN WALES.

124 DEAD.

LONDON, 12th July.

An explosion has occurred in the Wattstown Colliery, Pontypidd. One hundred and twenty-four persons were killed. Pontypidd ("Bridge of Beauty") is a market town in Glamorganshire, Wales, with extensive coal and iron works.

## RUSSIAN PREFECT MURDERED.

LONDON, 12th July.

M. Shivaloff, the Prefect at Moscow, has been murdered.

## THE JAPANESE LOAN.

ANOTHER SUCCESS.

LONDON, 12th July.

The new Japanese loan is an immense success.

"DAILY PRESS" SERVICE.

## FRENCH SOCIALISTS.

LONDON, 10th July.

A lecture by the French socialist Deputy Jaures, upon the international duties of socialists in reference to war, which the German Government had forbidden to be delivered in Berlin, has now been published textually in Berlin, in the socialist's organ *Vorwärts*. Its tone is moderate, and most friendly to Germany. It expresses notable warmth in reference to the Anglo-French entente, and declares that "we will resist with our last breath any attempt to entangle us in an action hostile to Great Britain."

## PRINCE ARISUGAWA'S DEPARTURE FROM LONDON.

LONDON, 10th July.

Prince and Princess Arisugawa have proceeded to Portsmouth, where they will be the guests of the Commander-in-Chief until tomorrow, when they will embark on the *Preussen*, bound for Yokohama. Their Highnesses drove in the Royal carriage to Victoria and were lustily cheered on route. The Duke of Cornwall, Lord Lansdowne, Admiral Fisher, the Legation, and the Japanese colony were at the station to bid farewell. Viscount Hayashi accompanied their Highnesses to Portsmouth.

## GREAT BRITAIN—NATIONAL DEFENCE.

LONDON, 10th July.

During a debate in the House of Lords on National Defence, Mr. Balfour's statement of the 10th May was severely criticised. Lord Roberts said that the lessons of the South African war were already forgotten and he had no hesitation in saying that the army was as absolutely untrained and unprepared for war as it was then; the nation must choose between conscription and universal training.

## THE PEACE PROSPECTS.

LONDON, 10th July.

It is reported from Washington that President Roosevelt has submitted to the belligerents a request from China for participation in the Peace Conference. It is not known whether replies have been received, but it can be stated that Russia is favourable and Japan unfavourable to the request; and it is not likely that President Roosevelt will press it.

## HIGHWAY ROBBERY AT POKFULAM ROAD.

While it is difficult to realise of what use the queue is to its owner, it certainly is very useful to bandits who attempt to molest him, as was exemplified by the novel highway robbery perpetrated on a Chinaman in Pokfulam Road in broad daylight on Tuesday afternoon. The native came to town in the morning to collect some money due to him, and was returning home along Pokfulam Road in the afternoon, when a number of the lawless gang who infest the western district sprang upon him and dragged him off the road into the scrub. Apparently they were up-to-date robbers, and did not hamper their movements by carrying about binding and gagging paraphernalia. With his own queue the Chinaman was securely gagged, while his overall trousers served as a means of binding him to a tree. The robbers secured \$40 from one of his pockets. Their further search, however, was disturbed, and they made a hasty departure, leaving a purse containing \$37 in another pocket. The man was released later in the afternoon by a passer-by, and immediately reported the matter to the police, who, it is believed, are on the trail of the bandits.

## BELL'S ASBESTOS EASTERN AGENCY, LIMITED.

The tenth annual report supplied by Messrs. Bradley & Co., the local agents, shows that the business has been of a more favourable character during 1904, and that the profit, inclusive of the amount brought forward from previous year, shows a credit balance of £1,985. 9s. 1d. This amount the directors recommended should be allocated as follows:—To set aside £250 as a reserve for bad and doubtful debts and depreciation on launch, to bring £500 off "Purchase of Trading Rights," to pay a dividend of 10 per cent. for the year, free of income tax, absorbing £404 17s. 6d., and to carry forward £770 11s. 7d. to the next account; the sum carried forward includes provision for payment of the sum of £500 off the debenture, in terms of the bond.

## ENGINEERING APPOINTMENT.

The numerous members of the engineering profession and of the shipping and other interests in Hongkong and on the China coast will be pleased to learn that the directors of the Hongkong Whampoa Dock Co. have appointed Mr. William Wilson, late manager of the Kowloon establishment, to succeed Mr. W. B. Dixon as Acting Chief Manager of the Dock Company. Mr. Wilson is exceedingly popular with the staffs, European and native, at Hongham.

## AN AMERICAN OFFICIAL'S CHINESE SYMPATHIES.

A *Daily Press* reporter yesterday called on the American Consul-General with a view to obtaining some information about the American boycott, but Gen. Briggs refused to be drawn. "My Government," he said, "says I have very bad views, so I must put them in my pocket and keep them there. From the beginning I voted against the Exclusion Act."

## FATAL AFFRAY ON THE "FATSHAN"

We learn that there was a very exciting time on the *Fatshan* on her voyage to Canton on Tuesday. A Chinese thief was observed actively at work annexing to himself property belonging to other passengers. On a hue and cry being raised, the thief drew a knife and before he was secured, one man, we are informed, was killed by him and another seriously wounded. The Captain and Chief Officer promptly pacified the Chinese passengers who were naturally much excited over the occurrence.

## THE EAST ASIATIC CO.

The British Consular Report on the trade of Denmark for 1904 states that the East Asiatic Company had a very prosperous year, and has, it is said, been able to pay a dividend of 8 per cent., although they have been obliged to close several of their branch offices in the East (in Manchuria and Shanghai) on account of the war. Their branch in Hankow has been very profitable, on account of the large supplies of tea from the company's forests in the interior of Siam. This company possesses large landed properties, coasting steamers, saw mills and stocks of various merchandise valued at £180,000, and a further amount of £22,000 is used as working capital in the various forests for keeping elephants, &c., and a large staff. The trade with Singapore is believed not to have been profitable and to show a loss of £2,000 or more. The Shanghai branch, on account of the war, has been reduced, and an agency has been established. The branches in Manchuria have been abolished, and there was a deficit here of £50,490.

## NEWS FROM GERMANY.

PRINCE BILLOW'S WINDFALL.  
The following items are from the Berlin correspondence of the *Daily Telegraph*:—A Hamburg millionaire, recently deceased, named Godfrey, was known to have bequeathed a considerable sum as a legacy to the Imperial Chancellor. The terms of his will are now published, and First Bilow is declared to be entitled to five and a half million marks, about £270,000. First Bilow received the news the day before the Kaiser announced to him his elevation in the German peerage. The legacy will be welcome to First Bilow, who was reputed to be not overburdened with wealth, and whose hospitality has always been generous.

GREAT STORMS.  
From various parts of Germany, especially from Silesia and the Harz Mountains, reports of devastating thunderstorms, accompanied by loss of life, have been received. In Oppau the Catholic church, a beautiful structure, has been completely demolished by lightning, and a farmer has been killed by lightning. The railway lines in several districts have been completely washed away. In the Lusatia three young girls have been killed, and much damage has been done to property throughout this entire area. In Hildesheim clouds of dust have caused immense loss. Large districts are under water, and in some cases dwelling houses, barns, and other buildings have been washed away by the force of the waters.

DEATH OF A PRINCE.  
Prince Leopold of Hohenzollern, who had been staying with his son, Prince William, during the festivities on the occasion of the Crown Prince's wedding, is dead. (Prince Leopold of Hohenzollern was head of the Catholic, non-regulating, though probably senior, branch of the family, and of course, was a relative of the German Emperor. He was in his seventieth year. In 1861 he married the Infanta Antons of Portugal.)

## THE HANKOW-CANTON RAILWAY.

The Chinese appear to have quite made up their minds to construct the Hankow-Canton railway themselves, and as one means to that end Tsan Pang, Governor of Honan, together with Viceroy Chang Chi-tung and Tsen Chun-huan, have memorialized the Throne for permission to establish a railway lottery on the lines of the Hankow Lottery, the profits to be devoted to the expenses of the line. In addition to the ordinary prizes, it is proposed that a certain percentage of the tickets shall be exchangeable for shares after the railway is built, which will be a great inducement to the public to procure and hold as many as possible. It is now stated that the scheme has been sanctioned by the Throne.

## CORRESPONDENCE.

## RAILWAY ENTERPRISE IN SOUTH CHINA.

TO THE EDITOR OF THE "DAILY PRESS."  
Sir,—My apology for this communication, if any be needed, must be the exceptional importance of the subject as affecting the interests of this colony, coupled with the very cursory manner in which, the contemplated local line, Canton-Kowloon, has so far been noticed.

I remember, when in North-China some twenty years ago, having an introduction to the Engineer-in-Chief. I paid a visit to the works at Tong-ku where they were at that time very busy pushing forward the line to the Kai-Ping Mines and beyond. Being shown over, I noticed amongst the rolling stock a number of splendid third class carriages set on four-wheel boxes, each having ten compartments, and calculated to hold 100 persons. After spending a few days in the neighbourhood, I journeyed further north, returning a couple of months later. Imagine my surprise, when again visiting my friend at Tong-ku, to find all the beautiful carriages I had seen, converted into veritable cattle trucks with nothing but a 4-inch boarding round the ends and sides. On speaking of the matter, my friend told me that the home design of carriage could not afford room for half the number of passengers offering and that they had to dispense with all unnecessary comforts, so great was the demand of the travelling public of all classes. And when our local line is ready, such I prophesy will be the experience also. The line from Canton to Fatshan, in spite of its family construction, has yielded magnificent profits from the day of opening.

Now, as regards the Canton-Kowloon Line. One of our evening contemporaries recently ventured to give some particulars as to probable route: tunnelling through the Kowloon Hills beneath the craggy peak, known as the Lion's Head, thence through Shatin Valley skirting the promontory which divides Tolo Harbour from Tolo Harbour, &c. (Here, for many reasons, which the surveyors will no doubt discover, a tunnel might serve better than the shore route). However, it is not my intention to attempt to solve engineering problems: what I propose to do is to open up a broader view of the railway question here in the south as it may directly effect the present and future prosperity of this colony.

To begin with, let us divide the proposed line into working sections of ten or twelve miles and we shall at once see that the first section from Kowloon is fraught with many difficulties involving the boring and construction of tunnels, embankments, viaducts, bridges, &c. These operations mean a long time before the second section can be approached from this end; the third and fourth sections will of necessity be delayed much longer, and so on right along the line.

To obviate all this delay, it has occurred to me, knowing the country well, that from Castle Peak Bay a well-made single line via Pung-shan, On-long, She-pat-heung and How-tow dipping into the Pung-shan Valley, south of Kam-tin-lu, with a curve taking a north easterly direction through a cluster of villages by way of San-tin thence on to Sham-chun would not only be the means of opening up many thickly populated fertile valleys but, at the same time might be used with great profit for the transport of ballast and railway material to a point at which the second and third sections meet in the neighbourhood of Sham-chun. This line would be about twenty miles in length and, as the country is nearly level, with few engineering difficulties, could be in working order within twelve months.

As regards Castle Peak Bay. With a small reclamation sufficient for wharves and godowns, any home steamers could go alongside, discharge their railway material into trucks, which would be conveyed to the forward sections in less than an hour.

By this means the Canton-Kowloon line would be in course of construction at many points within a year, and a rapid completion would be the result. The twenty mile Valley line would at least pay all expenses and prove a great boon to the country people.

There is yet another very important feature in the development of "Railway Enterprise in South China." I refer particularly to the neighbourhood of Sham-chun. According to the formation of the country, it would appear that the Fat-tin Gap, which is very easy of access, will prove the most convenient in passing from the hill district known as Ngan-tam-shan (2,000 feet). It is in this neighbourhood where, at no distant date, there should be an important junction service, as also a suitable site selected for a township. The junction should distribute in four or five directions, Canton, Hongkong, Castle Peak and at least one other which I think will follow almost immediately. I refer to the District adjoining Sun-on, Kwei-shin, with its Prefect and Magistrate, only forty miles distant, on the banks of East River (Kwei-chow and Kwei-shin, about 100 miles from Canton) through a very thickly populated country, principally Hakkas.

This, as a system, would complete the triangle, with Hongkong at its apex as the port of entry, the latter part of the project forming a section of the main line to the north-east along the coast to Shanghai.

The man in the street here may laugh, but it must all come, perhaps in our day. It is astonishing how rapidly railway extension has gone ahead in the north during the last few years, and that in spite of the fact that for several months in winter it is quite impossible to undertake any earth works on account of the intense cold.

Here in the south there is nothing to interrupt, and with a determined start, all should progress steadily throughout the whole year.

SPECTATOR.

Hongkong, 12th July, 1905.

## REVIEWS.

## A Frontier Mystery, by BARTRAM MITFORD.

LONDON: George Bell & Sons.  
The "Frontier" is where the river Tugela divides British ground from Zululand, and the author had plenty of justification for using the word "mystery," as the average reader will gallop through the chapters in order to discover what really happened, and what the witch doctors had to do with it. Mr. Mitford knows or seems to know the South African native very well, and as he is an adept at weaving plot and mystery, and has a fine imagination with which to evolve thrilling adventures, he gives a first class yarn that will appeal to young and old of both sexes.

## The Celestial Surgeon, by F. F. MONTROSS.

LONDON: Edward Arnold, 41 and 43 Maddox St., Bond St., W.  
This excellent novel is about a very uncelestial surgeon, and about three remarkable women, and some others. It is a very light novel, with out any "padding," is well written, and though the mere incidents of it are, when they are reviewed, commonplace enough, there is a new atmosphere about the whole book that stamps it strongly original. Without spoiling the reader's pleasure by suggesting the theme, we will just say that to us it was as absorbingly interesting as any novel of the last two or three seasons.

Bell's Cheap Colonial Series of Popular Works.  
George Bell & Sons' new series for the colonies, judging by the sample (Wilson Barrett's *In Old New York*) should be very popular. It is difficult to see how such clear big type, such good paper, and such first class matter, can be sold for a shilling.

Newnes' *Stepping Stones* contains their remarkably high standard, the novels, as well as the publishers, being new ones. For *God and the Tear*, J. E. Mullock's rather stupid novel, and Eden Phillpotts' amusing *Deal with the Devil*, are among the latter samples to hand. The type is big and comfortable, and set right across the page, not in double columns like the old-fashioned sixpennies.

The Fleet, No. 2, Vol. 1. LONDON: Westminster Press (Garrards, Ltd.) 41a, Harrow Road, W. 2d.

The first number was distinctly good; this second is distinctly better. All naval men know that Lionel Yexley's work is sure to be good, and Mr. Yexley is the editor. We like the tone of the paper, and have learned much from its matter. The contributions are all as bright as authoritative. We have elsewhere reproduced an introductory article on the canteen system.

## THE SIBERIAN RAILWAY.

NO SECOND TRACK TO BE LAID.  
Although the Ministry of War insists upon maintaining that the second track of the Siberian Railway will be laid down with all possible speed, yet the Ministry of Ways of Communication announces that the work will certainly not be carried out this year. At this moment the traffic is very heavy along the line, and one more "special train" could very easily throw the whole traffic into confusion. Thus, as there are neither workmen, material, nor rails ready along the line, all the labour and material will have to be taken from European Russia to Siberia by "specials." Moreover, nearly the whole of the sum of £1,062,500 granted by the Government for doubling the track has been spent already in increasing the carrying capacity of the main line, of the Baikal Ring Railway, and of the Trans-Baikal Railway. Instead of doubling the track—at least, this year—the following work is to be carried out. Between Atchinsk and Tachet, the present zig-zag line, with its steep gradients, a distance of 300 miles is to be rebuilt and made easier for the traffic; then, 100 new sidings are to be laid down of a total length of 100 miles, and the line between Samara and Zlatoust, on the south west, Ural slope, is to be doubled.—*Globe*.

## HERZOG UND FÜRST.

Bilow is a name which has hitherto always sounded familiar to British ears as that of the corps commander who, under Blücher, struggled forward to save the Army of Wellington from ultimate defeat at Waterloo. And now it has acquired additional interest from the fact that the chief instigator of this illustrious name, the fourth Chancellor of the new German Empire, Count von Bilow, has been raised by the Emperor, in his capacity as King of Prussia, to the rank of "First" or "Prince."  
Princes Bilow, like Prince Bismarck, sounds very grand, and even regal, but, after all, there should be no misconception on the subject. For "Prince" is but an exaggerated translation of "First," which is etymologically the same word as our "first." In England, as well as in Germany, the relative rank of "First" is only "marquis," as may be inferred from the fact that on his dismissal Bismarck was offered the title of "Duke" of Lauenburg, which would have been no compliment to him at all had not the rank of a "Herzog," or duke, been superior to that of a "First" or prince.—*Daily Chronicle*.

## THE BRITISH NAVAL UNIFORM.

The committee which has been sitting at Devonport to consider the question of sailors' clothing has recommended for adoption various changes.

The flowing trousers and flapping collars—the most distinctive parts of a sailor's costume—are to be abolished.  
The comfortable "jumper" is to give way to a short jacket, and the trousers are to be tighter. The changes are considered necessary in order to make the uniform less dangerous in the engine-rooms of a ship.

Among the men the prospective changes are welcomed as likely to result in greater economy to their pockets.

The Admiralty are further assisting the lower deck in this matter by providing for the issue of ready-made uniform at cost prices, which will do away with the old system of drawing the material and paying the ship's tailor to make it up.

The proposed changes will come into effect gradually, so that they shall not tax the lower decks with the cost of a complete new kit at once.



## PARIS.

FROM OUR CORRESPONDENT.

M. DELCASSÉ'S RESIGNATION.

9th June.

The resignation of so able a statesman as M. Delcassé, while expected for a month or more, has caused widespread regret in many circles. The announcement came more as a blow than a surprise to the majority of Parisians who had been watching the progress of the Ministerial crisis for weeks past, expecting the inevitable any day. The first cause of the trouble was M. Delcassé's fixed habit of doing what he thought best, without consulting anybody. The immediate occasion of his downfall was the failure of the ex-Minister of Foreign Affairs in the recent negotiations in Morocco, tacitly directed against Germany. The Kaiser crossed swords as it were with M. Delcassé and won. For this, M. Delcassé has been made to pay heavily for his defeat, by the loss of his portfolio. The fall of so distinguished a statesman is viewed in France as a distinct triumph for Germany; this is the most obvious fact in connection with the very regrettable incident. The resignation of M. Delcassé has removed from the Quai d'Orsay a man who could have been more powerfully than any French Foreign Minister of late years to the rehabilitation of France among the Powers of Europe. Many of his countrymen will before long regret the harsh step taken by his colleagues, who one and all had become most hostile to him. Jealousy had much to do with the unfriendly attitude of the other Ministers towards M. Delcassé who will ever be remembered outside France as one of the best and soundest Ministers which the Republic ever had. Morocco was not the main indictment against the ex-Foreign Minister. He had in the eyes of his colleagues and numerous enemies assumed too much authority in foreign affairs, and the fact that he persistently neglected to consult either the Cabinet or the Premier only rendered his position all the more untenable. M. Rouvier, who loves to direct affairs at first hand, bitterly resented M. Delcassé's strange attitude. It was merely a question of "obey or go." As the Minister refused to comply with his chief's orders, there was no other course open to him but to resign. Had he been less obstinate, there is no doubt that he would not have had to resign—for Morocco could well have been arranged. The ex-Minister had for so long maintained, throughout a series of Ministries an altogether exceptional position in the French Cabinet, that possibly to France herself, and certainly to European neighbours, he had come to be regarded as almost indispensable.

M. Delcassé—whom many confidently hope to see again before long at the Quai d'Orsay—has had a most brilliant and unique career as Minister of Foreign Affairs. He claims to have done more for France than any of his numerous predecessors—a fact recognized by the outside world. His policy has been eminently sane and sound, while he has been at once moderate and strong. It will be remembered that it was M. Delcassé who so ably guided his country through the dangerous business of Baghdad, and brought about the eventual understanding with Great Britain, in itself a triumph of which any statesman might be proud. He further co-operated with Lord Lansdowne in removing all other causes of contention between France and England, and in placing the relations of the two nations upon a basis of sound and lasting friendship, let us hope. This said, his disappearance from the political stage is sincerely deplored in most parts of the world. Fewer French statesmen here retain important office for so great a length of time; though Cabinets have come and gone, M. Delcassé has remained.

Though M. Rouvier, the Premier, has taken over temporarily the work of M. Delcassé, and promised to maintain the *entente cordiale*, but not at the expense of friendship of Germany, and uphold the Franco-Russian alliance—worthless though it is—M. Rouvier is not M. Delcassé whose name has become a household word with foreign nations. The welfare of France has to be studied; M. Rouvier will do well to remember the valuable services rendered by M. Delcassé. Many suggest giving the ex-Minister another chance, considering his ability and popularity.

## THE FRENCH RICHMOND.

Amateurs, just outside Paris, has become the favourite rendezvous of all Parisian anglers, since the opening of the red-fishing season. Strange to say, the angler who stands watching on the banks of the Seine, to the evident amusement of gudgeons and minnows which play round his feet, refusing scornfully his invitation to come and be killed, has a great hatred for the rowing man who splashes along with his boat full of lilies. The home of the rowing man lies between Neuilly and Argenteuil, and his haven of rest, like that of the angler, is at Amiens—that pretty little village where actors and artists lead that half Arcadian, half Bohemian life which appears in France to be inseparable from the stage and every branch of art. The deserted banks of the Seine have become densely populated. The roughly-built shanties, where fresh-water pirates drank and made merry once upon a time, have been replaced by charming villas, and tempting restaurants where the hissing frying-pan awaits the Seine whitebait caught by mince bait with his cast net before the eyes of the hungry Parisian. The sign boards are enough to give anyone an appetite. The rabbit, painted sitting in the snow, appears to take his fate as a necessary martyrdom. The promise of *fricoteaux* and *giboulottes* draws thousands to the banks of the Seine on Sundays. Nothing charms a Parisian so much as to find a caterpillar in his soup, a spider, crawling over the table cloth, or a moth flying round his glass. Not till then, does he really consider himself out in the country, while the sour wine he drinks enables him to digest rarer bait better.

Yet every inconvenience is met by a happy smile and an exclamation to the effect that a man should know how to bear worthily the cross of his pleasure when he is tasting the delights of rural felicity, breathing the fresh country air.

## M. LOUBET'S RETIREMENT.

M. Loubet's retirement has now become a reality. The President has almost completed his arrangements for leaving the Elysée Palace with all its many unaccustomed splendours, and enjoy the simplicity of private life—what he has been so anxiously waiting to do. In addition to his *chateau* in the South of France, close to Montelimar, where he was born and bred, M. Loubet has purchased a splendid mansion in Paris, close to the City Museum where everything has been done to ensure comfort. Mme. de Saint-Prix, his married daughter, who has for the last seven years been living close to her father's official residence, has moved close to the Elysée—the future town residence of the President. The visit of the young King of Spain—who had such a miraculous escape from being blown to pieces, together with the President, and who was accorded a most enthusiastic send off, on his departure for London, where he arrived safe—has been the last ceremonial of the kind so far as M. Loubet is concerned. He leaves the Elysée with deep regret, but confident that he has won general esteem and respect; if M. Loubet has been the most *bourgeois* of Presidents it has not been the less, fallen to him to entertain in high state more crowned heads than all his predecessors put together.

## LE MORT DE DUC.

The death of the Duc d'Audiffert-Pasquier, though hourly expected, has caused widespread regret throughout the country. He was one of the most remarkable statesmen in France and, though a nobleman, enjoyed the respect and esteem of all his countrymen. Owing to his advanced age, he had long ago dropped out of contemporary politics, remaining but a life senator. Deceased was a strong opponent of the Imperial regime, he was no Republican, but a Constitutional Monarchist. After the fall of the Empire, the Duc, who was leader of the *Centre Droite*, opposed Thiers, being one of those who brought about the great little man's downfall, in order to support the Duc d'Audiffert's candidature as President of the Republic. The scheme proved vain for Marshal MacMahon succeeded Thiers. The Duc was known to favour a restoration, and the late Duc played a large part in the negotiations which ensued. Earnest Monarchist as the Duc d'Audiffert-Pasquier was, it was he who made the restoration impossible by declaring at the meeting of October 4th, 1873, that he was profoundly convinced that the restoration was possible only if the Monarchy was to be Constitutional and would accept the tri-colour. The Comte de Chambord refused to accept any conditions as the price of his recall, and was especially opposed to assuming the tri-colour in place of the white Bourbon flag. The late Duc then warmly supported the Comte de Paris, as Regent for the King, but both the Comte de Paris, and the Royalists refused the suggestion. Monarchy, the Duc d'Audiffert-Pasquier finally concluded, was an impossibility in France, so troubled no more about its restoration though he continued to take an active part in the nation's politics.

## CURE OF NEURALGIA.

Professor Raymond and Dr. Ostwald have won the gratitude of all sufferers from the excruciating pains caused by facial neuralgia. The cure of these two French medical gentlemen consists of injections of an alcohol treated by cocaine or stovaine. The injections are directed upon the nerve at the level of the base of the cranium. The cure is as rapid as it is complete.

## JAPAN'S NAVAL VICTORY.

## ITS LESSON TO GERMANY.

In drawing attention to the lessons to be learned from Japan's victory off Tsushima, Col. Gaden says in the *Berliner Tageblatt*, that the rapidity with which the Russian Fleet was scattered and destroyed is a clear proof that a weak fleet, and one not fully up to date technically, is worse than not fully at all. "I have always maintained in these columns, that a stronger fleet is an absolute necessity to Germany; we could have done without this latest increase of our Army, for that was a luxury. In my opinion the events in the Far East, the rise of Japan as a Great Power, and the ever-growing need of protecting our colonies, all warn us to increase and strengthen our Navy with all possible speed. Germany needs more battleships, bigger guns, stronger armoured plating, and a stronger protection against torpedoes; we want more and larger armoured cruisers; we must increase the number of our sea-going torpedo-boats, and we must build submarines. And it is not time for us to establish two naval bases capable of offering resistance to an enemy, namely at Dan-af-Saluan in Zanibar, and at Kiao-chao? Is it not time to send out an adequate number of troops to both places? What are we to do now at Tientsin? Can we protect with our present Navy our Colonies, and can we defend our flourishing trade from being destroyed by evasive competitors? On land we have no foe to fear, and we can always reckon upon allies. But who would help us on the seas in case of need? We certainly cannot possess the first Navy in the world, for Germany is not rich enough. But ought it not to be possible for us to attain at least the second place among the navies of the world?"

## COOKS AND COOKING.

[BY "ROYAL NAVY," IN THE FLEET.]

I have been invited to state my views on the cookery question, and if possible to lay down some general rule that might be adopted with a view to overcoming the difficulties and disagreements that now agitate the service. A committee is at present at work at the same task, but as they are taking the question of canteens by itself the result of their labour will be nil; at least, that is my prophecy. An auxiliary food supply on board ship becomes necessary only because the proper food supply is inadequate—the more inadequate the main or legitimate supply, the greater the demand on the auxiliary supply. The acute stages at which the cookery question has arrived is the measure of government indifference to the proper victualing of the Navy. It is an effect, but a victim of the cause.

From this it must not be supposed that I wish to imply that all the articles of consumption supplied through the Paymaster are bad in quality, because they are not. Tea, cocoa, sugar, fresh beef (in England at least) are all of a very best—certainly the vegetables supplied with fresh meat leave much to be desired. Jam, or the greater portion of it, is good. Preserved vegetables, (dittos), and the whole of these are supplied in ample quantities to satisfy the daily needs of any ordinary man. And yet hundreds of thousands of pounds are spent annually at the various canteens. I will give some figures later on.

But naval men are not gluttons, yet to the independent enquirer the question must offer itself, "If the Government provide ample food supplies why this huge sum spent at the canteens?" The answer to which is that, with that peculiar facility for spelling the ship for a part of the tariff which seems to have characterised past Boards of Admiralty, they have, through supplying foods, neglected to provide proper facilities for cooking it. This is the whole elaborate machinery of the victualling department of the Navy nullified by one object gallery, and the mere consumption of the canteen or bungalow. This is a matter that has exercised the minds of naval men ever since British keels ploughed the waters. To go back, however, no further than "eighteen hundred and war time" we find that the only qualification necessary for ship's cook was his inability to perform any other duty. "Old Shandy" was his sobriquet, and he deserved it. The status of ship's cook has improved since then, but the wages and attempts have been made to struggle with the diners of seven hundred men in a galley that is barely large enough to cook for seventy, and as a result he is forced to desperate expedients, of which the following is an example:

"When the tin dishes containing the meat and, perhaps, potatoes, are taken to the galley by the cooks of messes, the ship's cook, finding it impossible to handle the enormous quantities of food, takes the lid off his copper in which are boiling potatoes, dumplings, and what not, and piles the dishes up pyramid fashion over them, then covers the lot over with sacks to keep in the steam. The layman will get a vivid idea of what this food will be like when cooked; the steam from the copper in which an assortment of articles are being boiled, the sweat from the cooks running down from dish to dish adding its favour to the stew, and, then, just before serving, when the food is taken down the dishes and pop them in the oven to give the finishing touch. Result: meat as tough as leather, without any taste of beef, and only eaten because the men are half-famished. It is not a question of ability, but facility. The ship's cook is no more responsible for spoiling the food than the blue-jacket mess cook who prepared it under difficulties with his messmates were scrubbing out a mess. These little things are known to the lower-deck, and when the men complain they have quoted against them their allowance in pounds and pence. That does not represent the case by a long way.

If the ship's cook finds it impossible to properly cook a joint of beef, how much more so will he find it to cook the preserved vegetables that now form a part of the men's diet? That these are not bad in themselves the writer has proved by having them properly cooked, and then, when the food is substituted for fresh vegetables, all that could be desired. No mess, however, will take these from the steward if it can be avoided; they prefer to "leave them behind." "Take 'em" savings, and purchase other articles from the canteen. And from this many, who do not understand the true inwardness of the thing, jump to the conclusion that the B.B. likes savings. To show how little the responsible know of the requirements of the men, many have been at the Parliamentary Committee. Sir Henry York, Director of Victualling, declared that:

"The system of savings has existed for so many years that it would create, I think, a mating to interfere with it."

Thus does the blue-jacket get misrepresented, and a system perpetuated where only virtue is that it does to some extent keep the discontent within bounds, and hides the system of cooking practiced on board. An official shortcoming, that serious trouble for the men, is the saving and no effort made to improve the present system of victualling and cooking is undoubtedly. It should be distinctly understood, however, that the men do not look with favour on savings as savings, they simply "leave behind" certain articles either because such are not up to the proper standard, or, if taken up, would be rendered uneatable by the peculiar system of cooking practiced on board. Preserved vegetables are an example of the latter, and for the former we may take biscuits as an example. The men will under no consideration have this if soft bread is by any means procurable, therefore they "leave behind" the biscuits, for which they get savings at the rate of 1d. per lb. and buy soft bread from the canteen at from 2s. to 3d. per lb.

The very word "savings" is a misnomer and leads to confusion. The serious trouble with the inner life of the Navy believe that these "savings" are paid out at so much per man at the end of each month, and that they go to swell his private purse. In reality each messes savings are paid in bulk to the caterer of the mess, and are used to partly meet the canteen bill, and invariably have to be supplemented from the pockets of the men.

To suggest that they are wedded to this system is to accuse them of lack of common sense. When the B.B. has his savings, he is taken in the lurch, and if he could get adequate bread from the Paymaster for 1d. per lb. he would not prefer to pay double the price for it elsewhere.

It may be said that so far I have not touched on canteens, with which this article is supposed to deal. That is so. But to thoroughly understand the canteen question one must first understand that which has given rise to it—the cooking question. When that is done, and the bearing it has on canteens, is properly understood, the problems connected with the latter become comparatively easy of solution.

If we are to accept the dictionary definition of "Cook" as "a person who prepares food for cooking," then a ship's cook is not a cook at all, but merely a person in charge of the range;

and it is here that the difficulty lies. The preparation of the food, which after all is the principal thing, is left to the men themselves, who take it in turns to do the work. But as neither facilities nor time are at their disposal the results are deplorable—the ship's cook has to face the blame. For years the cry has been "Give us better cooks and better cooking facilities," and were this done many articles of the official menu now "left behind" for savings would be needed, and the demand on the canteen would diminish to a corresponding extent.

## THE CHINESE DEMAND FOR A PARLIAMENT.

One of the Chinese Ministers stationed abroad who keeps himself in touch with Chinese students studying in various countries, having brought home to him that when these students return to China there will be an agitation for a Parliament, has taken timely by the forelock by writing to Prince Ching and suggesting that his Highness should anticipate matters by advising the Throne to grant a Parliament to the country. This suggestion was accordingly first referred to Vice-roy Yuan Shih-kai, Chang Chih-tung, and Tsen Chun-shen, these three being considered the most enlightened of the high officers of the Crown in the provinces, for their views on the matter. Their joint reply appears to be most sensible, and under the circumstances the best that can be done for China just now. It was that the country is not prepared for a Parliament, the best way to educate the people up to the point required would be for each province to have an assembly consisting of members of the gentry and men of ability and means selected by the various cities and townships to represent them at their provincial capital. The duty of these representatives will be to consider and give provincial public works, education, local institutions and the like, and to advise the Government on financial matters, on them. All sufficient experience and insight into such public questions have been gained, then, and not till then, can a Parliament in the broader sense be granted, otherwise nothing but confusion and anarchy will ensue and the best efforts of those desiring the progress of their country be brought to naught.—Y. C. Daily News.

## ENGLAND AND AMERICA.

## NAVAL VISIT TO NEW YORK.

The New York correspondent of the *Daily Telegraph* reports:—The proposed peaceful invasion of New York Bay by a British fleet autumn was the occasion of a call by Mr. Paul Morton, Secretary of the Navy, upon the Mayor of New York, Mr. McClellan. The Mayor received his visitor at his private office in the City Hall, and for a few minutes they talked over the expected visit of the fleet. The United States Government will take official cognizance of the visit, and Mr. Secretary Morton wished to call the attention of the Mayor to it early enough for him to arrange a plan for the proper reception of the British officers by the city.

Mr. Secretary Morton told the Mayor that the fleet which will be sent to America for a friendly visit will be commanded by Admiral Prince Louis of Battenberg. He suggested that the citizens of New York should provide a suitable reception for the Prince and his suite, and that arrangements should be made for their entertainment while they are here.

The success of the reception may be considered assured in advance, not only because of the most cordial feelings which happily exist between England and the States, but also because New Yorkers have a lively recollection and keen appreciation of the hospitality showered upon American blue-jackets in London last summer.

## CHINESE PROTECTORATE REPORT.

The annual report on the Chinese Protectorate for 1905 says the most important event of the year was the retirement of Mr. G. T. Haro C.M.G., L.S.O., on ill-health. Mr. Haro served in all twenty years, and since Mr. Pickers' time (P.L.S.) no Protector, save Mr. Barnes, has ever acquired such a wide influence among all classes of Chinese as Mr. Haro (P.O.L.). The report shows a falling off in immigration of seven per cent, the total being 24,796. The falling off is attributed mainly to better harvests in China, and Mr. Barnes thinks the South African recruiting has not affected our labour fields. The proportion of female immigrants is slowly rising, a fact connected with our satisfaction, but the report does not show whether this increase is due to larger numbers of a satisfactory class or no. The number of unpaid passengers, who are polios who get free passages on the understanding that they will enter into a contract on arrival, showed a decrease, and it is noticeable that this class of immigrant has dropped in less than ten years from 23,249 to 10,931. Singapore is the Chinese indentured-labour mart for Malaya, and the numbers who signed contracts were, for the Federated Malay States, 3,297, for Straits Settlements 2,946, for British North Borneo and other British possessions 1,836, for Siam and non-federated Malay States 1,416; Netherlands Indies 7,541. The drop in the figures for Siam and non-federated states is notable, the figures for 1903 being 2,905. Agricultural labourers, miners and general unskilled labourers were the most numerous class.

Five unlawful societies were dealt with locally, thirty men being banished. Two societies had assumed the names and ritual of the Triad, but Mr. Barnes anticipates no revival of the Old Dangerous Societies. The only trouble given now is by knots of bad characters who live on blackmail. Mr. Barnes calls them Long Firms rather than organised societies. During the year 26 aliens were banished as against 50 in 1903, 25 were habitual criminals, the rest society offenders. Action had been taken to check the evil of gambling which had become very rife. It is noticeable that the education which the local Chinese now enjoy fails to afford to the majority of them any form of amusement, and it is regrettable that they have no idea of a social club except as a place for gambling, and find no interest in games in which the element of chance does not entirely outweigh that of skill.

In Singapore the number of first class opium shops fell considerably, but small shops increased in number.—Singapore Free Press.

## WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 12th at 12.30 p.m. The Barometer was risen generally.

Pressure is highest over the N. part of the China Sea and the Pacific towards the Loochees, and lowest over N. China.

Gradients are slight generally, and light S.E. winds may be expected in the Formosa Channel, and light variable winds over the N. part of the China Sea.

Forecast:—Light S. winds, fair.

## THE WEATHER IS MORE SETTLED NOW: LOOK UP YOUR CAMERA.

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Hongkong, 12th July, 1905.

## HAMBURG SHIPPING.

Sir W. Ward, in a report to the Foreign Office on the trade of Hamburg, states that there was a decrease in the total value of the exports to the United Kingdom last year, while there was at the same time a slight increase in the total value of the imports from the United Kingdom. The total tonnage of the British vessels entering Hamburg in 1904 considerably exceeded that of the previous year, and was the largest on record. Though the results of last year's business were fairly satisfactory for most of the large Hamburg steamship companies and individual owners who run regular lines from this port, Hamburg ship-owners as a whole consider the year 1904 to have been one of disappointment and loss. For the owners of "tramp" vessels the outlook for the future is, indeed, every year becoming more and more discouraging, in view of the gradual expanding network of regular steamship lines in all parts of the world. While it is not probable that a certain improvement was perceptible in many branches of trade and industry last year, this improvement was apparently not sufficiently strongly marked to cause a general rise in freights, and at certain periods of the year the latter stood lower even than in 1903. The war in Eastern Asia no doubt brought profits to a limited number of German as well as of other national shippers by favourable sales and charterings of their vessels, but the demand for shipping arising from the Russo-Japanese War and from the employment of German steamers in the transport of troops to South-West Africa was not of sufficient importance to influence the freight market as a whole.

In view of the very low, and at times almost ruinous, rates of freight, together with the frequently enormous reduction of freight for "tramp" steamers in this and other countries, the German Association for Protecting the Interests of Shipowners has, during the past 22 months, been endeavouring to form an international combination of owners of such vessels for the purpose of preventing the rates of freight from reaching too low a figure in future. Whether these efforts will lead to any result remains to be seen, but it may be remarked that, as is probably well known, an international combination of owners of sailing vessels has already been established which is stated now comprises 80 per cent. of all British, German, and French owners of sea-going sailing ships, who have improved their position by fixing the minimum rates of freight acceptable by them. As a consequence of this agreement, a slight improvement is stated to have taken place last year in the sailing ship freights to and from France and to and from ports in South America, and it is expected that this improvement will now extend to other parts of the world.

In spite of this, in some respects, unfavourable condition of the shipping trade, the aggregate number and tonnage of sea-going ships of all nations entering the port of Hamburg in 1904 was the largest on record, the total registered tonnage having exceeded that of the ships entering in 1903 by 455,000 tons. The aggregate number of sea-going ships which entered this port last year was 14,459, and their total registered tonnage 9,611,732 tons; and the aggregate number which cleared was 4,841, their total registered tonnage having been 3,611,903 tons. Among the ships entering the port last year 5,577 were steamers measuring together 8,647,000 tons, and 5,282 were sailing vessels measuring together 974,732 tons; 10,338 ships of together 8,738,722 tons entered with cargoes, and 4,491 ships of together 872,110 tons entered in ballast.

## ADMIRAL SIR GERARD NOEL.

The *Naval and Military Record* of 5th June contains the following biographical sketch of the Commander-in-chief of the China Station:—Vice-Admiral Sir G. H. U. Noel, promoted to admiral, is commander-in-chief on the China station. He is sixty years of age, having been born on March 5th, 1845. He entered the service in December, 1863, and received his promotions as follows:—Sub-lieutenant, March 7th, 1864; Lieutenant, April 21st, 1866; Commander, March 31st, 1874; Captain, January 11th, 1881; Rear-admiral, May 8th, 1886; and Vice-admiral, November 2nd, 1901. While lieutenant he commanded the naval guard to Sir Garnet Wolseley at Cape Coast Castle, in 1873, and was awarded the Ashantee medal, with a compass clasp. He has received the gold medal of the Royal United Service Institution for an essay, and he is also the author of "Gun, Ram, and Torpedo," and "Exercises on 1875." Among other positions he has filled those of Director of Naval Intelligence, September, 1883, to October 2nd, 1893; Junior Naval Lord, November 2nd, 1893, to January 12th, 1898; Aide-de-Camp to the late Queen, January 1st, 1895, to May 6th, 1896; and rear-admiral in Mediterranean fleet, January 12th, 1898. As second-in-command of the Mediterranean fleet he represented Great Britain in the Council of Admirals during the pacification of Cuba in 1898, for which he received the K.C.M.G. He was appointed a member of the council of the Royal United Service Institution in 1900, and a naval superintendent of Naval Reserves on May 21st in the same year. He attended the departure of the Royal coffin from Gosport at the funeral of the late Queen on February 1st, 1901, was honoured with the K.C.B. on June 26th, 1902, appointed to command the Home Fleet from October 1st, 1902, became a member of the Royal Commission to inquire into the supply of food and raw material in time of war in April, 1903, and received his present appointment on January 15th, 1904. He is also a justice of the peace for Norfolk.

## LATEST STEAMER MOVEMENTS.

The P.M. str. China, with mails on board, left Nagasaki on Sunday at 6 p.m., and is due to arrive at Manila on Thursday, the 13th inst. at 5 p.m. She is expected here on Tuesday, the 18th inst.

The P.M. str. Korea, which left here on the 18th June, arrived at San Francisco, her destination, on the 10th July.

The C.P.R. str. Empress of India arrived at Vancouver on Monday, the 10th July at 2.30 p.m.



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Hongkong, 9th June, 1905. [1363]

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## CORRESPONDENCE.

## METHODS OF THE RUSSIAN BUREAUCRACY.

TO THE EDITOR OF THE "DAILY PRESS."

SIR.—The world is kept well-informed concerning the methods employed in Russia by those who disapprove of the existing form of government. The Russian Bureaucracy is at pains to advertise the infamy of such a despotism outside Russia. What is less understood outside Russia is the desperate length to which the Bureaucracy is now prepared to go in its bitter struggle against all the principles of political freedom. The following document tells its own tale. In its original form it is a broadside of the kind known in Russia as "Proclamations." Any persons caught, or even suspected of distributing "proclamations," advocating the aims of any of the "opposition" parties of Russia, are summarily dealt with by the authorities, imprisoned, exiled, and otherwise maltreated as "malcontents." The distributors of this document are left untouched by the servants of the bureaucracy. No newspapers dare print in Russia any proclamation emanating from the opposition parties, but the following document, ranking as "level," has been printed with impunity by a Moscow evening paper, which throws ridicule upon the hopes of the party therein expressed. In the absence of the punishment by administrative process without any form of law, which speedily follows upon the publication of anything displeasing to the authorities, it must be taken that this extraordinary document has the tacit approval of the Bureaucracy, in whose interests it appeals to the lowest ranks of the population of Russia. The following is a faithful translation of the original "Proclamation."

PROCLAMATION.  
May 6/19, 1905.

Peasants, town-dwellers, working men, students, what the gentfolk are planning. In the Municipal Councils, and in the Zemstvos, where they sit, and in the large towns the lawyers, professors, students, schoolmasters, ruined landowners, ennobled merchants and other such gentry, calling themselves the "intelligentsia," want to reorganise our State in such wise that instead of the Czar they themselves shall rule the Empire. In pursuit of this and the gentfolk are creating all kinds of dissensions and seditions: the professors and students have conspired not to teach or be taught, the lawyers—those gossips of the law-courts—are insolently demanding at their meetings constitutions, that is to say, are demanding that the Czar shall yield his autocratic power to persons elected from among the gentfolk; children in the schools are instructed by their fathers, having stopped learning, in some of the towns, and have begun going about the streets with flags, crying "Away with the Government and the Czar!" the gentfolk, in order to seize the reins of power from the Czar by terror, are killing Ministers and Governors, they have even killed the Grand Duke Sergius, who was novice to blame, as they killed the Czar-Liberator. Side by side with the gentfolk are co-operating also the "intelligentsia" among the Jews, Poles, and Armenians, demanding likewise constitutions. In order to lead us, as Russians born, to the highly placed leaders of sedition, the President of the present Committee of Ministers, Witte, continues to still further encourage the aliens, promising to use his best endeavors in their behalf, especially for the Jews, and this is not surprising for ("passage omitted as too personal," the censor says: "A Jew can buy anybody").

In striking up a friendship with Jews and other aliens, the desire of the "intelligentsia" to rob the Czar of his power or rather to tear the "power" of the hands of the Government, and to seize into their own hands the Treasury chest. The Czar, yielding to the gentfolk, has already sanctioned the summoning of trustworthy elected persons, but the gentry demand that the elected should be themselves only, and not the peasants, not town-dwellers, for these in State matters will only express an opinion, but will leave the decision to the Czar as autocrat. The gentry, on the other hand, desire themselves to have the decision of State affairs, and to make the Czar, together with the people, obey their decisions. If the gentfolk by their audacity, their terrorism and assassinations, should succeed in this, little brothers, do you then refuse to recognise them as the authority and the government, tear them in pieces, show that in the Empire you are the power, that there are a hundred millions of you, and of the "intelligentsia" there'll not be order to fear the "power" of the Czar must be you; you must tell him your views. Remember the saying: "It is for the people to hold opinion, but for the Czar to give decision." The opinions of the gentry will be always in their own favor. We see every day how the gentry lord it in the towns and in the Zemstvos, sneering the Zemstvo taxes out of the peasants. Often enough they sell your law for the taxes. The gentry, on the milk of their mother, and the unslavish mother only cries bribery. Or take for example the Moscow Municipal Council, which consists of fostering "intelligentsia," where the Mayor, Prince Goltzinsk, receives by appointment of the members of the Municipal Council, a salary of thirty thousand roubles a year. The town engineers receive tens of thousands, and there are besides the contractors, public works, out of which they make money. Or take for example the Zemstvo-member, well known in Russia, of the Province of Tver, Potanin, who made a fortune for himself out of the building of a Zemstvo hospital; the same thing occurred in the Kursk Zemstvo with its president, Raevsky. Almost all Zemstvo and municipal bodies are gangs of thieves in the interests of the gentry.

It is the seditious gentry that have brought into our lives disorder and rebellion; it is they that deny the Czar because they want to stand in his place themselves; deny the Orthodox Faith because they do not believe in God at all; deny their fatherland because they are co-operating with the enemies of the fatherland, with Jews, Poles, and other aliens, and are slaying their own brothers, the servants of the Czar, and destroying the Empire. Long enough have we endured this riffraff "intelligentsia." Let us form ourselves into clubs, let us draw up lists of all the rebels and rioters in towns and villages, and we will smash them, each as he best can and with what he finds most convenient, by night from a dark corner, or through their windows. Against worthless rascals all means are good. "THIS UNION OF THE PEOPLE."

This extraordinary appeal to the lowest depths of Russian ignorance is issued anonymously. Its general tone and even individual phrases are to be found in the columns of the *Moscow Gazette*, a subsidised Government organ, and the *Russkoe Slovo*, edited by Messrs. Ginzburg and Sharapov respectively. Typographic experts declare that there is no doubt the leaflet was printed on the presses of the *Moscow Gazette*. The anonymous "Union of the People" is thus clearly connected with the "Monarchical Party," whose avowed aims are the restoration of the status *quo ante bellum*, a policy which, if practicable, can only mean a return to the days of the Iron Nicholas of half a century ago. The leaders of this party are protégés of the late notorious Minister of the Interior, M. von Plehve, "executed" by the revolutionaries some twelve months ago. The members are mostly place-holders under the Bureaucracy together with a sprinkling of sincere, if misguided, *laudatores temporis acti*.

Attention should be called to the mention of "Aliens," the word used in Russian equally signifying "Foreigners": if this proclamation were to have the effect presumably hoped for by its authors, it is too much to expect that an excited mob of peasantry will make any distinction between foreigners proper and Russian "aliens." Therefore there seems ground for anticipating danger to the lives of foreigners resident in outlying parts of the Empire, small towns and rural districts. In the larger towns it is probable the teaching of this "Union" will fall entirely owing to the superior strength of the workmen, who are better informed than to credit such statements as the above "Proclamation" makes about the educated classes.

The calculation of the party ultimately responsible for the policy advocated in this appeal to the ignorant is, in Russia, both simple and practical. It is hoped to rouse the proletariat and utilise them to cow the educated or superior classes, the Government meanwhile standing aside, playing Gallic, in convenient ignorance of passing events. This eminently Russian method was illustrated not long ago during the Jewish Massacres at Kishinev, and still more recently at Baku. On a smaller scale it is being illustrated almost daily in one or other of the smaller centres of European Russia. When the common herd of the ignorant have terrorised the *intelligentsia* the Bureaucracy in the natural course of things Russian, will send in the military to "restore order," killing freely in the name of outraged justice. The outer world of civilisation, to whose comments the Russian is peculiarly sensitive, must approve even the most drastic methods of punishment for those guilty of brutally maltreating their betters. It is, of course, hoped that Europe will never know (and if suspecting she will never be in a position to prove culpability) the secret springs which have set the proletariat in motion. The above "Proclamation" exhibits pretty plainly some of the secret movements of the machinery: for which reason it should be given the widest publicity outside the Russian Empire.

VICTOR E. MARSDEN, M.A.  
50, Tverskoy Boulevard, Moscow.

May 26th, 1905.

## SHIPPING INSURANCE FRAUD.

## HOLES BORED IN A VESSEL.

Remarkable evidence was given during the trial at Dumfries on May 10 of a sea captain named William Stewart, who was charged with scuttling the vessel *Margaret*, of Greenock, belonging to his wife, and also with having obtained insurance money by fraud. The proceedings were instituted in consequence of a statement made to the police by a seaman named William Elliott, who was the principal witness. Elliott said the captain frequently spoke of getting rid of the vessel, as she was old, and of procuring a bigger one with the insurance money. One night they bored four holes in the vessel below the water-line, and plugs were inserted. The vessel was afterwards laden with sand and gravel, and Elliott agreed to sink her on the way to Glasgow. The captain said that it would look better if he remained ashore. After putting to sea Elliott (according to his story) repented, and put into Lamlash. Here he wired for Stewart to come and take charge of the ship, in order that the captain "might do some dirty work."

Stewart failed to put in an appearance, and after waiting several days Elliott put to sea again. A storm was encountered, and Elliott admitted that he removed two plugs, but this was to give her sail ballast in order to beach her. The ship struck some floating wreckage and went down. Elliott added that he informed the police because he had quarrelled with Stewart in consequence of his refusal to allow him to get away to see his lunatic son, who was being sent to an asylum. Other evidence was given to the effect that Stewart obtained £400 for a cargo of oats and cheese, which he pretended was on board. A brother-in-law of Stewart said the captain asked him as a favour to give him an invoice for oats and cheese to the value of £398, which goods he had never supplied.

Lord Kingsburgh (the Judge) said the witness might consider himself extremely fortunate in not being in the dock, which was found guilty of obtaining insurance money by fraud. The charge of scuttling the ship was not proven. Accused was sentenced to three years' penal servitude.

## AMERICAN CABINET CHANGES.

The *Manila Cable* publishes the following:—Washington, July 7.—The changes in the Cabinet in the last few days have altered its complexion radically. Elihu Root, the former secretary of war has been appointed secretary of state to succeed the late John Hay who was buried to-day in Cleveland.

Charles J. Bonaparte, the eminent lawyer of Baltimore, takes the place of Paul Morton as secretary of the navy. The latter retires into private life. The appointment of Root has been not unexpected since the critical illness of Hay. Indeed, when the latter went abroad to seek a cure for the disease of the heart, which was troubling him, Root had already been consulted by President Roosevelt.

Root, it will be remembered, left the cabinet a year and a half ago, when he resigned the portfolio of war, and went to practice law in New York city. At that time he announced that he would not hold public office again. He was urged to this step by his own desires and by those of his wife who does not like Washington society but who finds the "400" of New York agreeable.

## CABLE RATES TO THE FAR EAST.

## DEPUTATION TO MR. A. CHAMBERLAIN.

On June 8th at the Treasury, the Chancellor of the Exchequer received a deputation of members of Parliament and business men, who desired to press for a reduction in the cable rates to India, China, and West Africa. Sir Edward Sassoon, Chairman of the Telegraphs Committee of the House of Commons, introduced the deputation. Mr. Auston Chamberlain, in reply, said the subjects brought before him often in their individual aspects, touched more nearly other departments than his own, and he would convey them to the Government departments concerned. There had been some indication of conflicting views among the deputation, and even in the mind of the same gentleman. He (the Chancellor) attached much importance to the network of British cables which we already possessed. Those were, in the main, due to private enterprise, and for himself he would never choose Government enterprise in these matters, where private enterprise showed itself capable and willing to undertake the work. Although he would gladly welcome a reduction in cable rates anywhere, he could not see that British rates to West Africa, for instance, compared unfavorably with the rates to French possessions in West Africa. As to India, he did not think the great increase in cable traffic in recent years was wholly due to the reduction in rates. He could inform the deputation, however, that in a few months the rate to India would be reduced from 2s. 6d. to 2s. a word. Reference had been made to the working of the Pacific cable, especially with regard to the action of Australia. A conference was shortly to meet to discuss the matter, and it would be premature and almost impossible to enter into the arrangements on one side or the other. As the deputation withdrew Mr. Chamberlain announced that the cable rates to Egypt had been reduced to 1s. a word.

## A FIGHT WITH A CHINESE PANTHER.

A few days ago, on entering a small town in Hupah, the N. C. Daily News correspondent's advent was looked upon as heaven sent, and he was heartily welcomed. He writes: "On enquiring why I was thus greeted, the inhabitants told me of a fight with a panther (or tiger as they called it) on the previous day. The beast came down from the hills, and attacked a man in the fields. On others coming to his aid, the panther bolted into a village, and took refuge in a house. The inhabitants fastened the door from the outside, and then a siege commenced. The village was only a short distance from the town of Luchuan, so many of the young men went out to take part in the fray. Some genius suggested putting lighted torches through the window. This being done, the panther made a dash, and the sparks set fire to some straw on a bed. In a few minutes the house was on fire. The panther made a dash through the low roof, and fell amongst the crowd. Six men bear traces of tooth and claw, and the beast was killed. One man had an ugly wound at the base of his neck, three inches long and about an inch deep. The sinew of his arm seemed to be severed, and he could not move the left arm. There were smaller wounds on different parts of his body. Dressings were in big demand, and after attending to the wounded, I went to the scene of the fray. The house was almost wrecked, and charred wood lay all round, but the proprietor seemed quite happy. Strange to say, no one in the house had been hurt, and the only loss was the panther's skin, fish, and bones, would pay for house repairs, and leave the proprietor a profit. The skin of the beast was nailed out on a door, and measured almost 6 feet from the head to the root of the tail."

## LINEVITCH AND DISCIPLINE.

A correspondent at Warsaw states that private letters arriving there from the Far East were full of the strong measures that General Linevitch was taking to restore discipline in the demoralised Russian Army. A subaltern wrote: "Thanks to our new Commander, everything is changed here, and even bribes do not make life easier for the rich officers. It is not allowed to ease as before; we must be content with plain fare. All the cooks are in despair, but as Linevitch eats little better food than his *denshchik* (orderly) there is no way out of it. It was well known here that every officer who could afford to put some money into the hands of the medical commissions could get an 'unfit' certificate to go home. Kuropatkin paid no attention to this, but Linevitch caught a *poruchik* (lieutenant) just as he was leaving for Harbin en route for Moscow, and sent him to another doctor to be examined. The doctor said he was as sound as a drum. 'Send the dog's son back to his regiment,' ordered Linevitch, and bang the doctor 'may know what comes out of the whole Army who know what comes out of those who are afraid of their duty. I will have no bribes-another bribe.' Linevitch, indeed, hangs for everything. As to us, we fret at the order of things, and find it hard work, but the old man is right. Nobody calls him *batushchik* (father) as they did Kuropatkin, but all do his bidding. They say, indeed, the subaltern, the *dah* (spirit) of the Japanese has entered into Linevitch."

## GENERAL ORDERS.

BY MAJOR GENERAL VILLIERS HATTON, C.B. Commanding the Troops in South China.

HEAD QUARTERS, HONGKONG, 12th July, 1905. Leave G.O.C.—No. 164. During the absence on leave to the neighbouring countries of Major General V. Hatton, C.B., the command of the troops in South China will devolve upon Colonel C. H. Darling, C.R.E., from the 13th July, 1905.

Gazette India.—No. 165. The following extract from the Gazette of India is published for information:—The following promotions are made, subject to His Majesty's approval. Second-Lieutenants to be Lieutenants: 12th July, 1905. Frederick Sinclair Lindsay, 12th Duke of Connaught's Own Baluchis. The following promotions are made in the undermentioned regiments: 119th Infantry (The Mooltan Regiment). Color-Havildar Hira Gujjar to be Jedar, vice Subadar Gaya Babhik Sing, seconded; with effect from the 1st February, 1905.

Passes Lost.—No. 166. Works Passes numbers 2502, 2503, 2510, 2512, 2533 and 2534, having been lost are hereby cancelled. Commanders of Fort Guards should be notified accordingly. Leave cancelled.—No. 167. With reference to Garrison Order, No. 1 of 12th May, 1905, Lieut. C. H. R. Chesney, Royal Engineers, having returned from leave of absence the unexpired portion viz:—24th-10th July, 1905, is hereby cancelled. Board of Officers.—No. 168. A board of officers composed as under will assemble at

## GREGOR &amp; CO.,

34, QUEEN'S ROAD CENTRAL, 1ST FLOOR.

## ITALIAN WINES

ASTI, MOSCATO, BAROLO &amp; BARBERA

FROM

G. LENT, ALESSANDRIA, PIEDMONT.

ALSO

TABLE CLARET IN CASKS.

(45-15)

## THE CIGARETTES OF THE FUTURE.

ONCE SMOKED ALWAYS SMOKED.

E. D. PROTOPAPAS &amp; CO.

ALEXANDRIA &amp; CAIRO, EGYPT.

FINEST EGYPTIAN CIGARETTES.



TRADE

MARK.

SOLE AGENTS FOR HONGKONG

KRUSE &amp; CO., CONNAUGHT HOUSE

Handwritten to a contagious disease caused by a microbe.

GOING! GOING!! GONE!!!

HERPICIDE WILL SAVE IT. HERPICIDE WILL SAVE IT. TOO LATE FOR HERPICIDE.

Don't cry fake. The mere mention of "herpicide" throws some one into a fit of unreasonable jealousy. It is true that before the microbe of baldness was discovered that most hair remedies were drug swags, &c.

**NEWBRO'S HERPICIDE**

The ORIGINAL remedy that "kills the Dandruff Germ."

A. S. WATSON & Co.,—HONGKONG, SPECIAL AGENTS. Applications at prominent barber shops.

1106-7

Victoria Barracks at 10 a.m. on Monday, the 17th instant, for the purpose of enquiring into the cause of loss of South Africa Medal with two clasps of No. 25556, Gunner W. George, 83 Company, R.G.A., and any others that may be brought before it. President: Capt. M. L. McDonnell, Royal Garrison Artillery. Members: An Officer, Royal Engineers; An Officer, 2nd Royal West Kent Regt. The attention of the board is directed to para. 242, King's Regulations. All witnesses duly required to attend. Proceedings to be forwarded to the Chief Staff Officer.

A. A. CHICHESTER, Major, D.A.A.G.

## AN "INDEPENDENCE DAY" DISAPPOINTMENT.

The *Manila Times* reports that thousands of people were disappointed on the 4th July about the balloon ascension, which failed to take place. It was scheduled for 10.30 a.m.

Aeronaut Gibbs was on hand at 10 a.m. but was obliged to return to his home in Pao for his parachute which he had forgotten. It was almost twelve o'clock when he returned in company with Mr. Probusco, one of the members of the committee on arrangements. Gibbs proceeded at once to complete arrangements for the aerial trip, preparing his parachute and inflating his balloon. By the time the big balloon was inflated it was after 12 o'clock; the weather had changed and rain was falling, which greatly interfered with operations, the big air ship gradually dropping over to one side from the effects of the rain thus allowing the gas to escape.

The weather was ideal for the use of the balloon in the morning hours, a light breeze blowing in from the bay. The walls around the old city were thronged with people and thousands congregated along Calle Bagumbayan, many of whom remained through the drizzling shower, until the balloon had been completely emptied of gas.

## AN ENGLISH CHAI.

Among the recent arrivals in North China from England are Mr. and Mrs. Y. H. Shaw. Mr. Shaw, though having an English name, is a Chinese of the mandarin class, and has just completed a term of office at the Chinese Legation in London. While in England he married an English wife, said to be a young lady of much personal charm who now accompanies him to her future home. Mr. Shaw is a native of one of the inland provinces in the south. Mr. and Mrs. Shaw, says a local journal, speak with evidently agreeable recollections of their nuptial ceremony, which took place at the Marylebone Church, near the Chinese Legation and attracted much notice at the time in the London newspapers. Mr. Shaw is a very young official of good address, speaking English fluently and accurately, and is well acquainted with Western ideas, including the ideas of Western women. We fervently hope that Mrs. Shaw will find herself *chai*, not *chop*.

## VISITORS TO CANTON.

Should purchase "FROM HONGKONG TO CANTON BY THE PEARL RIVER."

BY CAPTAIN C. V. LLOYD (R.E. "HANKOW") With Illustrations, Maps and Plans.

Price ..... \$1.90

On Sale at—  
Hongkong: "Daily Press" Office.  
Messrs. KELLY & WALSH.  
Messrs. W. BROWNE & CO.  
Canton: Messrs. A. S. WATSON & CO.  
Hongkong, 4th October, 1903.

## BANKS

## THE MERCHANTS' BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL ..... £1,500,000  
SUBSCRIBED ..... 1,250,000  
PAID-UP ..... 500,000  
RESERVE FUND ..... 110,000

LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2 1/2 per cent. on the Daily Balance.  
ON FIXED DEPOSITS—  
For 12 months ..... 3 1/2  
" 6 " ..... 3  
" 3 " ..... 2 1/2  
A. B. LINTON, Acting Manager.  
Hongkong, 30th June, 1905.

## INTERNATIONAL BANKING CORPORATION.

Fiscal Agents of the United States in China the Philippines Islands and the Republic of Panama.

CAPITAL AND SURPLUS  
AUTHORISED ..... Gold \$10,000,000  
CAPITAL PAID UP ..... Gold \$3,250,000  
RESERVE FUND ..... Gold \$3,250,000

HEAD OFFICE: New York.  
LONDON OFFICE: Threadneedle House, E.C. Branches and Agents all over the World.

LONDON BANKERS.  
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.  
UNION OF LONDON AND SMITH'S BANK, LIMITED.  
BRITISH LINEN COMPANY BANK, LIMITED.  
The Corporation transacts every description of Banking and Exchange business, receives money in Current Account and accepts Fixed Deposits at rates which may be ascertained on application.

CHARLES R. SCOTT, Manager.  
20, Des Voeux Road, Hongkong, 28th May, 1905.

## BANKS

## HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on Deposits is allowed at 3 1/2 PER CENT. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.  
J. R. M. SMITH, Chief Manager.  
Hongkong, 1st May, 1902.

## THE DEUTSCH-ASIATISCHE BANK.

AUTHORISED CAPITAL ..... \$5,000,000

HEAD OFFICE—SHANGHAI.  
BOARD OF DIRECTORS: BERLIN.

BRANCHES:  
Hankow, Tientsin, Shanghai, Tsingtau.

LONDON BANKERS:  
Messrs. N. M. Rothschild & Sons, The Union of London and Smith's Bank, Limited.

DEUTSCHE BANK (BERLIN), LONDON AGENT.  
DIRECTION DER DISCOUNT GESELLSCHAFT.

INTEREST allowed on Current Account DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

M. HOMANN, Manager.

Hongkong, 1st April, 1905.

## THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853  
HEAD OFFICE—LONDON.

CAPITAL PAID-UP ..... £800,000  
RESERVE LIABILITY OF SHAREHOLDERS ..... £800,000  
RESERVE FUND ..... £875,000

INTEREST allowed on Current Account at the rate of 2 1/2 per cent. on the Daily Balance.  
Fixed Deposits for 12 months 3 1/2 per cent.  
" 6 " 3  
" 3 " 2 1/2  
T. P. COCHRANE, Manager.  
Hongkong, 13th May, 1905.

## HONGKONG &amp; SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ..... \$10,000,000  
RESERVE FUND—  
STERLING RESERVE ..... \$10,000,000  
SILVER RESERVE ..... 8,000,000  
RESERVE LIABILITY OF PROFITORS ..... \$10,000,000

COURT OF DIRECTORS.

H. A. W. SLADE, Esq.,—Chairman.  
A. HAYES, Esq.,—Deputy Chairman.  
Hon. C. W. DICKSON, Esq.,—H. ROBERTS, Esq.,  
G. GOETZ, Esq.,—E. SHILLIN, Esq.,  
G. H. MEDHURST, Esq.,—N. A. SLOAN, Esq.,  
J. J. RAYMOND, Esq.,—Hon. R. SHAW, Esq.,  
F. SALTER, Esq.,

CHIEF MANAGER  
Hongkong—J. R. M. SMITH

MANAGER  
Shanghai—H. B. R. Hunter.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.  
On Current Account at the rate of Two per Cent. per annum on the daily balance.

ON FIXED DEPOSITS:  
For 3 months, 2 1/2 per cent. per annum.  
For 6 months, 3 per cent. per annum.  
For 12 months, 3 1/2 per cent. per annum.  
J. R. M. SMITH, Chief Manager.  
Hongkong, 17th May, 1905.

## THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1859.

CAPITAL SUBSCRIBED ..... Yen 20,000,000  
CAPITAL PAID-UP ..... 18,000,000  
CAPITAL UNPAID ..... 6,000,000  
RESERVE FUND ..... 9,720,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENTS:  
Tokio, Kobe, Nagasaki,  
London, Lyons, New York,  
San Francisco, Honolulu, Bombay,  
Shanghai, Tientsin, Hankow,  
Dairen, Peking, Manchou,  
Port Arthur, Chiofoo.

LONDON BANKERS,  
THE LONDON JOINT STOCK BANK, LIMITED.

THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.  
On Current Account at the rate of 2 per cent. per annum on the daily balance.

On fixed deposits for 12 months 5 1/2 per cent.  
" 6 " 5  
" 3 " 4 1/2  
TAKEO TAKAMICHI, Manager.  
Hongkong, 22nd May, 1905.

## THE BANK OF TAIWAN LIMITED

(INCORPORATED BY SPECIAL IMPERIAL CHARTER)

CAPITAL SUBSCRIBED ..... Yen 5,000,000  
CAPITAL PAID-UP ..... 2,500,000

HEAD OFFICE: TAIPEH, FORMOSA.

BRANCHES AND AGENTS:  
Amoy, Kobe, Tientsin,  
Anping, Nagasaki, Tsingtau,  
Fouchow, Osaka, Tokyo,  
Keelung, Shanghai, Yokohama.

HONGKONG OFFICE:  
4, QUEEN'S ROAD.

Interest allowed on Current Account. Deposits received on terms which may be learned on application.

S. SHIGENAGA, Manager.  
Hongkong, 1st November, 1904.



## SHIPPING.

## ARRIVALS.

BENLARIO, British str., 2,510, Wallace, 12th July.—London and Singapore 8th July, General.—Gibb, Livingston & Co.  
 BRAND, Norwegian str., 1,519, J. Johansen, 12th July.—Chungking 6th July, Rice, China.  
 CARL, DRESDEN, German str., 774, H. Schlack, 12th July.—Huiphong via Haiphong 8th July, General.—Jensen & Co.  
 CARL, MENZEL, German str., 981, G. Corand, 11th July.—Cebu 2nd July, Ballast.—East Asiatic Trading Co.  
 CASTON, Norwegian str., 774, John Martin, 12th July.—Singapore 5th July, Petroleum, China.  
 CHUSANG, British str., 1,418, R. Cox, 12th July.—Pekalongan 3rd July, Sugar.—Jardine, Matheson & Co.  
 CLAN MACKENZIE, British str., 1,921, G. W. Whitman, 11th July.—Kobe 6th July, General.—Arnold, Kueberg & Co.  
 HILVARD, Norwegian str., 1,100, Andersen, 11th July.—Chungking 4th July, Sugar, China.  
 KATHERINE PARK, British str., 3,700, Copp, 12th July.—Cebu 3th July, Coal.—Gibb, Livingston & Co.  
 MACH, W. German str., 295, Harjes, 12th July.—Bangkok 6th July, General.—Butterfield & Swire.  
 SAKSEN, German str., 198, F. Roholdt, 12th July.—Bangkok 6th July, Rice, Melchers & Co.  
 TAIHAN, British str., 1,121, J. T. Loner, 12th July.—Hull 8th July, Sugar.—Bradley & Co.

## DEPARTURES.

Adato, British str., for Calcutta.  
 Australian, British str., for Port Darwin.  
 Caster, Norwegian str., for London.  
 Ischia, Italian str., for Singapore.  
 AMIGO, German str., for Haiphong.  
 BLACKHEAT, British str., for Canton.  
 EMPRESS OF JAPAN, British str., for Vancouver.  
 HAZOT, French str., for Haiphong.  
 IRELANDIA, British str., for Wellington.  
 JACOB, DRESDEN, German str., for Haiphong.  
 KERMUN, British str., for Nagasaki.  
 OAKA, British str., for Singapore.  
 PALMA, British str., for London.  
 SINGAPORE, British str., for Haiphong.

## SHIPPING REPORTS.

The German str. *Macdonald* reports: Fine weather and light south-easterly wind.  
 The British str. *Clan MacKenzie* reports: Light to moderate variable winds, smooth sea and fine weather.  
 The British str. *Taihan* reports: Light N. and N.W. winds, smooth, clear and fine throughout.

## VESSELS PASSED ANJER.

June 21, British hospital ship *Whinnip*, Dr. Wall, from Cebu via Singapore for Odessa.  
 June 23, British str. *Islander*, Wright, June 22, from Christmas Island for Singapore.  
 June 23, British str. *Mogine*, Campbell, June 23, from Batavia for Amsterdam.  
 June 23, British str. *Baron Balfour*, Bridge, April 20, from Cardiff for Tientsin.  
 June 23, Norwegian str. *Clan MacKenzie*, March 30, from Ponnasola for Samarang.  
 June 23, British str. *Dunbar*, Campbell, June 23, from Batavia for Durban.  
 June 23, Dutch str. *Bati*, Potjowide, June 23, from Batavia for Amsterdam.  
 June 24, British str. *Singapore*, Calverwell, May 21, from Delagoa Bay for Batavia.  
 June 24, British str. *Nestor*, Day, June 24, from Batavia for Amsterdam.  
 June 24, British str. *Empire*, Leith, June 24, from Batavia for Port Said.  
 June 27, German str. *Offenbach*, Schmitt, June 26, from Tientsin for Batavia.

## VESSELS IN DOCK.

ABERDEEN DOCKS.—*Kemp*.  
 OWLOON DOCKS.—*Tradecore*, *Humber*, *Germania*, *Taiyuan*, *Hoching*.  
 COSMOPOLITAN DOCK.—*Manche*, *Chowat*.

## VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.  
 FOR SWATOW, AMOY AND FOCHOW.  
 THE Company's Steamship  
 "HATCHING."  
 Captain Hod. ins. will be despatched for the above ports TO-MORROW, the 14th inst., at 10 A.M.  
 For Freight or Passage, apply to  
 DOUGLAS LA FRAIK & CO.,  
 General Managers.  
 Hongkong, 11th July, 1905. [1649]

BRITISH-INDIA STEAM NAVIGATION COMPANY, LIMITED.  
 FOR AMOY, STRAITS AND RANGOON.  
 THE Company's Steamship  
 "PUNDIA."  
 Captain Swanson, will be despatched as above on SUNDAY, the 16th July, at DAYLIGHT.  
 For Freight or Passage apply to  
 JARDINE, MATHESON & CO.,  
 Agents.  
 Hongkong, 11th July, 1905. [1618]

COMPAGNIE DES MESSAGERIES MARITIMES.  
 FRENCH MAIL STEAMERS.  
 STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, INDIA, ADEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERANEAN AND BLACK SEA PORTS.  
 THE Steamship  
 "TOURANE."  
 Captain Girard, will be despatched for MARSEILLES on TUESDAY, the 25th July, at 1 P.M.  
 Passage tickets and through Bills of Lading issued for above ports.  
 Cargo also booked for principal places in Europe.  
 Next sailings will be as follows:  
 S.S. "TONKIN" ... 8th Aug.  
 S.S. "SYDNEY" ... 22nd Aug.  
 S.S. "ARMAND BEHIC" ... 5th Sept.  
 G. DE CHAMPEAUX,  
 Agents.  
 Hongkong, 12th July, 1905. [1612]

THE STEAMSHIP  
 "VERONA."  
 Captain Dobronz, will be despatched for the above port on or about TUESDAY, the 25th July.  
 To be followed by the Steamship  
 "ALBENGA."  
 Captain Peterson, on or about end of August.  
 For Freight, apply to  
 CARLOWITZ & CO.,  
 Agents.  
 Hongkong, 19th June, 1905. [1448]

REGULAR STEAMSHIP SERVICE TO NEW YORK.  
 VIA PORTS AND SUEZ CANAL.  
 (WITH LIBERTY TO CALL AT MALABAR COAST).  
 PROPOSED SAILINGS FROM HONGKONG.  
 1905.  
 "ST. HUGO" ... 4th Aug.  
 "ST. HUGO" ... 11th Aug.  
 For Freight and further information, apply to  
 DODWELL & CO., LD.,  
 Agents.  
 Hongkong, 4th July, 1905. [1883]

HONGKONG-MACAO LINE.  
 S.S. "WING CHAI."  
 Captain T. Austin, R.N.R.  
 THIS Steamer departs from Hongkong, on Week Days, at 7.30 A.M., and on Sundays at 8.30 A.M.; Departs from Macao on Week Days at 2.30 P.M., and on Sundays at 5.30 P.M. if tide permits.  
 FARES—(week days) 1st Class (including cabin and servant), Single \$3, Return Ticket \$5. 2nd Class \$1. 3rd Class 50 cents.  
 Every Sunday will be on Excursion, at the following rates:  
 1st and 2nd Class, Single Ticket \$1, Return \$2. 3rd Class, Single 30 cents, Return 50 cents, Steerage 10 cents.  
 Meals can be had on board.  
 Tiffin and Dinner can be supplied either on board, or at the Macao Hotel, for returning Passengers only, at an extra charge of \$2.  
 On Sundays, Passengers desiring to have a Private Cabin, which has accommodation for two or more Passengers, will be charged \$3 extra.  
 First Class Passengers who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half-Ticket will be available for the following day.  
 The Steamer is lit throughout by Electricity.  
 The Steamer's Wharf at Hongkong is at the Western end of Wing Lok Street.  
 WING ON & CO.,  
 2nd Floor, 16, Victor Street.  
 Hongkong, 7th October, 1904.

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 1905.  
 "ST. HUGO" ... 4th Aug.  
 "ST. HUGO" ... 11th Aug.  
 For Freight and further information, apply to  
 DODWELL & CO., LD.,  
 Agents.  
 Hongkong, 4th July, 1905. [1883]

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into four sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

DESTINATION	VESSEL'S NAME	FLAG & REG.	PORT	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA MANILA, &c.	PALMA	Brit. str.	—	G. W. Cookman, R.N.R.	P. & O. S. N. Co.	About 12th inst.
LONDON & ANTWERP VIA SINGAPORE, &c.	SINLA	Brit. str.	—	C. D. Goldsmith, R.N.R.	P. & O. S. N. Co.	About 24th inst.
LONDON & ANTWERP VIA SINGAPORE, &c.	HYSON	Brit. str.	—	S. Barcham	P. & O. S. N. Co.	About 15th inst.
LONDON & ANTWERP VIA SINGAPORE, &c.	AYAS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 15th Aug.
LONDON & ANTWERP VIA SINGAPORE, &c.	BOONDOO	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 15th Aug.
LONDON & ANTWERP VIA SINGAPORE, &c.	PAKING	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 23rd Aug.
MARSEILLES, &c., via PORTS OF CALL.	TOURANE	French str.	—	Girard	MESSAGERIES MARITIMES	On 25th inst., at 1 P.M.
BREMEN, via PORTS OF CALL.	SACHSEN	Ger. str.	—	F. v. Letten Petersen	MELCHERS & CO.	On 19th inst., at Noon.
HAVRE, A'WERT' & HAMBURG VIA STRAITS, &c.	BRISGAVIA	Ger. str.	k.w.	Russ	HAMBURG-AMERIKA LINIE	On 17th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	SITHONIA	Ger. str.	k.w.	Hildebrandt	HAMBURG-AMERIKA LINIE	On 20th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	ACILIA	Ger. str.	k.w.	Schulke	HAMBURG-AMERIKA LINIE	On 23rd inst.
HAVRE & HAMBURG VIA STRAITS, &c.	EPHEZIA	Ger. str.	k.w.	Ehlers	HAMBURG-AMERIKA LINIE	On 9th Aug.
HAVRE & HAMBURG VIA STRAITS, &c.	SAMBIA	Ger. str.	k.w.	Loening	HAMBURG-AMERIKA LINIE	On 23rd Aug.
HAVRE & HAMBURG VIA STRAITS, &c.	DIENAMIA	Ger. str.	k.w.	Fock	HAMBURG-AMERIKA LINIE	On 6th Sept.
HAVRE & HAMBURG VIA STRAITS, &c.	SCANDIA	Ger. str.	k.w.	v. Doehren	HAMBURG-AMERIKA LINIE	On 20th Sept.
COPENHAGEN VIA SINGAPORE & COLOMBO	MONTEBAN	Nor. str.	—	—	MELCHERS & CO.	Quick despatch.
TRIESTE, &c., via SINGAPORE, &c.	CHINA	Aust. str.	—	Tomanovich	SANDER, WELER & CO.	On 29th inst., P.M.
GENOA, MARSEILLES & LIVERPOOL	TELEMACHUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 20th inst.
GENOA, MARSEILLES & LIVERPOOL	STENTOR	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 29th Aug.
NEW YORK & BOSTON	AFRICAN PRINCE	Am. str.	—	MacFarlane	ARNHOLD, KARBURG & CO.	About 12th inst.
NEW YORK VIA PORTS & SUEZ CANAL	KENNEBEC	Brit. str.	—	—	STANDARD OIL CO.	About 25th inst.
NEW YORK VIA PORTS & SUEZ CANAL	VERONA	Ger. str.	—	Dobronz	CARLOWITZ & CO.	About 25th inst.
NEW YORK VIA PORTS & SUEZ CANAL	INDRAWADI	Brit. str.	—	—	SHEWAN, TOMES & CO.	On 31st inst.
NEW YORK VIA PORTS & SUEZ CANAL	ST. HUGO	Brit. str.	—	—	DODWELL & CO., LD.	About 4th Aug.
NEW YORK VIA PORTS & SUEZ CANAL	VANDALIA	Ger. str.	k.w.	Hase	HAMBURG-AMERIKA LINIE	Quick despatch.
NEW YORK VIA PORTS & SUEZ CANAL	EMPEROR OF CHINA	Brit. str.	—	R. Archibald, R.N.R.	CANADIAN PACIFIC R. CO.	On 2nd Aug.
NEW YORK VIA PORTS & SUEZ CANAL	ATHENIAN	Brit. str.	—	S. Robinson, R.N.R.	CANADIAN PACIFIC R. CO.	On 5th Aug.
NEW YORK VIA PORTS & SUEZ CANAL	KRENN	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 17th inst.
NEW YORK VIA PORTS & SUEZ CANAL	SHAWMUT	Am. str.	—	E. V. Roberts	DODWELL & CO., LIMITED	On 20th inst.
NEW YORK VIA PORTS & SUEZ CANAL	NYMANIA	Ger. str.	—	Brolmer	PORTLAND & ASIATIC S.S. CO.	On 22nd inst., at Daylight.
NEW YORK VIA PORTS & SUEZ CANAL	CHINGTU	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-morrow.
NEW YORK VIA PORTS & SUEZ CANAL	FRINZ WATDEMAR	Ger. str.	—	Wolters	MELCHERS & CO.	On 25th inst., at Noon.
NEW YORK VIA PORTS & SUEZ CANAL	MAZAGON	Brit. str.	—	W. H. S. Hall	P. & O. S. N. Co.	About 13th inst.
NEW YORK VIA PORTS & SUEZ CANAL	TAIYUAN	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 15th inst.
NEW YORK VIA PORTS & SUEZ CANAL	TILINTIN	Brit. str.	—	—	JAVA-CHINA-JAPAN LINE	Quick despatch.
NEW YORK VIA PORTS & SUEZ CANAL	HUPK	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 15th inst.
NEW YORK VIA PORTS & SUEZ CANAL	WOSANG	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 18th inst., at 3 P.M.
NEW YORK VIA PORTS & SUEZ CANAL	COMOMANDEL	Brit. str.	—	G. M. Montford, R.N.R.	P. & O. S. N. Co.	About 13th inst.
NEW YORK VIA PORTS & SUEZ CANAL	FAUCANG	Brit. str.	—	—	JARDINE, MATHESON & CO.	To-morrow, at 3 P.M.
NEW YORK VIA PORTS & SUEZ CANAL	FRITZJOFF	Ger. str.	—	A. Hansen	OSAKA SHOSHEN KAISHA	On 16th inst.
NEW YORK VIA PORTS & SUEZ CANAL	KWELIN	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 17th inst.
NEW YORK VIA PORTS & SUEZ CANAL	TAKSANG	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 18th inst., at 3 P.M.
NEW YORK VIA PORTS & SUEZ CANAL	WAIHING	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 21st inst., at 3 P.M.
NEW YORK VIA PORTS & SUEZ CANAL	TUANG	Brit. str.	—	H. A. Haraldsen	OSAKA SHOSHEN KAISHA	On 15th inst., at 8 A.M.
NEW YORK VIA PORTS & SUEZ CANAL	PROTEUS	Ger. str.	—	Krabbe	OSAKA SHOSHEN KAISHA	On 23rd inst., at 8 A.M.
NEW YORK VIA PORTS & SUEZ CANAL	PROMISE	Ger. str.	—	Thorntensen	OSAKA SHOSHEN KAISHA	About 15th inst.
NEW YORK VIA PORTS & SUEZ CANAL	PURDUA	Brit. str.	—	Swanson	JARDINE, MATHESON & CO.	On 16th inst., at Daylight.
NEW YORK VIA PORTS & SUEZ CANAL	HACHING	Brit. str.	—	Hodgies	DOUGLAS LA FRAIK & CO.	To-morrow, at 10 A.M.
NEW YORK VIA PORTS & SUEZ CANAL	CHILLI	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 16th inst.
NEW YORK VIA PORTS & SUEZ CANAL	LOONGSANG	Brit. str.	—	—	JARDINE, MATHESON & CO.	To-morrow, at 4 P.M.
NEW YORK VIA PORTS & SUEZ CANAL	HUMI	Brit. str.	—	A. H. Notley	SHEWAN, TOMES & CO.	On 15th inst., at Noon.
NEW YORK VIA PORTS & SUEZ CANAL	TAMING	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 18th inst.
NEW YORK VIA PORTS & SUEZ CANAL	ZAFIRO	Brit. str.	—	R. Rodger	JARDINE, MATHESON & CO.	On 21st inst., at 4 P.M.
NEW YORK VIA PORTS & SUEZ CANAL	KAIFONG	Brit. str.	—	—	SHEWAN, TOMES & CO.	On 22nd inst., at Noon.
NEW YORK VIA PORTS & SUEZ CANAL	HINSANG	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-morrow.
NEW YORK VIA PORTS & SUEZ CANAL	LAISANG	Brit. str.	—	—	JARDINE, MATHESON & CO.	To-morrow, at 3 P.M.
NEW YORK VIA PORTS & SUEZ CANAL	CHUNGANG	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 18th inst., at Noon.
NEW YORK VIA PORTS & SUEZ CANAL	CHUNGANG	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 21st inst., at 3 P.M.

## OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICES BETWEEN  
 HONGKONG, SOUTH CHINA COAST PORTS  
 AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—  
 SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
ANPING VIA SWATOW AND AMOY	"PROMISE"	About SATURDAY, 15th July.
TAMSUI VIA SWATOW AND AMOY	THORNTENSEN	SUNDAY, 16th July, at 8 A.M.
SHANGHAI VIA SWATOW, AMOY AND FOCHOW	"TRIUMPH"	SUNDAY, 16th July.
AMOI, STRAITS AND RANGOON	H. A. HARALDSEN	SUNDAY, 16th July.
SWATOW, CHEFOO, WEIHAIWEI & TIENTSIN	"FRITZJOFF"	SUNDAY, 23rd July, at 8 A.M.
MANILA	A. HANSEN	SUNDAY, 23rd July, at 8 A.M.
MANILA	"PROTEUS"	SUNDAY, 23rd July, at 8 A.M.
MANILA	KRABBE	SUNDAY, 23rd July, at 8 A.M.

On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for the maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers.  
 For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8, Des Vaux Road Central.  
 Hongkong, 12th July, 1905.  
 T. ARIMA, Manager. [14]

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

LONDON AND ANTWERP VIA MANILA, SINGAPORE, &c.  
 PENANG, COLOMBO, PORT SAID, SUEZ & MARSEILLES  
 G. W. Cookman, R.N.R.  
 About 12th July } Freight only.

MOJI AND KOBE  
 MAZAGON  
 W. H. S. Hall  
 About 13th July } Freight only.

SHANGHAI  
 COMOMANDEL  
 G. M. Montford, R.N.R.  
 About 13th July } Freight and Passage.

LONDON, &c.  
 SINLA  
 C. D. Goldsmith, R.N.R.  
 Noon, 15th July } See Special Advertisement.

LONDON AND ANTWERP VIA S



# OCEAN STEAMSHIP COMPANY, LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD.

## JOINT SERVICES.

PORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPAN  
AND SUMATRA PORTS.

## EUROPEAN SERVICE.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"PATROCLUS"	On 14th July.
GLASGOW and LIVERPOOL	"PAKLING"	On 18th July.
GLASGOW and LIVERPOOL	"ACHILLES"	On 25th July.
GLASGOW and LIVERPOOL	"ANTENOR"	On 3rd August.
GLASGOW and LIVERPOOL	"MACHAON"	On 4th August.
GLASGOW and LIVERPOOL	"ULYSSES"	On 9th August.
GLASGOW and LIVERPOOL	"OPACK"	On 9th August.

## OUTWARDS.

FROM	STEAMERS	TO SAIL
LONDON, AMSTERDAM and ANTWERP	"HYSON"	On 18th July.
GENOA, MARSEILLES and LIVERPOOL	"TELEMACHUS"	On 20th July.
LONDON, AMSTERDAM and ANTWERP	"AJAX"	On 1st August.
GENOA, MARSEILLES and LIVERPOOL	"IDOMENEUS"	On 15th August.
LONDON, AMSTERDAM and ANTWERP	"STENTOR"	On 20th August.
LONDON, AMSTERDAM and ANTWERP	"PAKLING"	On 25th August.

\* Taking Cargo for Liverpool at London Rates.

## TRANS-PACIFIC SERVICE.

Operating in conjunction with  
THE NORTHERN PACIFIC RAILROAD CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND  
COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.  
EASTWARD.

FROM	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and PACIFIC COAST PORTS, VIA SAGASAKI, KOBÉ, YOKOHAMA	"KEEMUN"	On 17th July.
	"MACHAON"	On 7th August.
FROM	STEAMERS	TO SAIL
TACOMA, SEATTLE, VICTORIA, and PACIFIC COAST	"TELEMACHUS"	On 15th July.

For Freight, apply to  
**BUTTERFIELD & SWIRE,**  
AGENTS. [930]

# CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNS, VICTORIA, BRISBANE, SYDNEY and MELBOURNE	"CHINGTU"	On 14th July.
CEBU and ILOILO	"KAIFONG"	On 14th July.
KOBÉ	"TAIYUAN"	On 15th July.
CHEFOO and NEWCHANG	"HUPEH"	On 15th July.
SHANGHAI	"KWEILIN"	On 17th July.
MANILA	"TAMING"	On 18th July.
SWATOW, CHEFOO, WEIHAIWEI and TIENTSIN	"CHIHLEI"	On 18th July.

The attention of Passengers is directed to the superior accommodation offered by these  
steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly-qualified  
Sergeant is carried.  
\* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.  
\* Taking Cargo and Passengers at through rates for all New Zealand Ports and other  
Australian Ports.  
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND  
AUSTRALIAN PORTS.  
For Freight or Passage, apply to—  
**BUTTERFIELD & SWIRE,**  
AGENTS. [11]

# PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG TO SHANGHAI INLAND  
SEA OF JAPAN, MOJI, KOBÉ AND YOKOHAMA FOR  
OPERATION WITH THE OREGON RAILROAD & NAVIGATION CO.  
CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.  
STEAMSHIP TONS. CAPTAIN TO SAIL AT DAYLIGHT ON  
"NUMANTIA" 4,370 Bremer July 22nd, 1905.  
"ARABIA" 4,483 Metzenbach August 12th, 1905.  
"ARAGONIA" 5,188 Schultze September 1st, 1905.  
"NICOMEDIA" 4,370 Wagemann September 20th, 1905.  
Through Bills of Lading issued to Pacific Coast Ports and  
United States Ports. For through rates of Freight and further information, communicate  
with or apply to  
**ALLAN CAMERON, GENERAL AGENT.**  
Hongkong, 12th July, 1905. [13]

# IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.  
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT  
SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG,  
PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.  
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON  
AND SOUTH AMERICAN PORTS.  
STEAMERS WILL CALL AT GIBRALTAR and SOUTHAMPTON TO LAND-PASSENGERS  
and LUGGAGE.  
N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACE  
IN RUSSIA.  
PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION  
STEAMERS. SAILING DATES.  
1905

SACHSEN	WEDNESDAY	19th July
SHARNHORST	WEDNESDAY	2nd August
PRINZ HEINRICH	WEDNESDAY	16th August
PRINZ EITEL FRIEDRICH	WEDNESDAY	30th August
PREUSSEN	WEDNESDAY	13th September
REUSEN	WEDNESDAY	27th September
BAYERN	WEDNESDAY	11th October
GNESSEN	WEDNESDAY	25th October
PRINZESS ALICE	WEDNESDAY	8th November
SACHSEN	WEDNESDAY	22nd November
PRINZ REGENT LUITPOLD	WEDNESDAY	6th December
PRINZ HEINRICH	WEDNESDAY	20th December

ON WEDNESDAY, the 19th day of JULY, 1905, at NOON, the Steamship  
SACHSEN, Captain E. T. Lotzen-Peterson, with MAILS, PASSENGERS,  
SPECIAL CARGO, will leave this Port as above, calling at NAPLES and GENOA.  
Shipping Orders will be granted till NOON, on MONDAY, the 17th July. Cargo an-  
nouncements will be received on Board until 5 P.M., on TUESDAY, the 18th July, and Parcels will  
be received at the Agency's Office until NOON, on TUESDAY, the 18th July.  
Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50,  
and Parcels should not exceed Two Feet Cubic in Measurement.  
The Steamer has splendid accommodation, and carries a Doctor and Stewardess.  
Linen can be washed on board.

For further Particulars, apply to  
**NORDDEUTSCHER LLOYD.**  
**MELCHERS & CO., AGENTS.**  
Hongkong, 4th July, 1905. [5]

# DO-CHINA STEAM NAVIGATION CO., LIMITED.

PROJECTED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)  
STEAMERS TO SAIL  
SINGAPORE, SOERABAYA and  
SAMARANG "HINSANG" Friday, 14th July, 4 P.M.  
SHANGHAI VIA SWATOW "FAUSANG" Friday, 14th July, 3 P.M.  
TIENTSIN "WOSANG" Tuesday, 18th July, 3 P.M.  
SINGAPORE, PENANG & CALCUTTA "LAISANG" Tuesday, 18th July, Noon.  
SHANGHAI "TAKSANG" Tuesday, 18th July, 3 P.M.  
SHANGHAI VIA NINGPO "WAISHING" Friday, 21st July, 3 P.M.  
YUENSANG "YUENSANG" Friday, 21st July, 4 P.M.  
SINGAPORE, SOERABAYA and  
SAMARANG "CHUNSANG" Friday, 21st July, 3 P.M.  
\* These steamers have superior accommodation for First-Class Passengers and are fitted  
throughout with Electric Light.  
\* Taking Cargo on Through Bills of Lading to Cebu, Tientsin and Yangtze Ports.  
For Freight or Passage, apply to  
**JARDINE, MATHESON & CO.,**  
GENERAL MANAGERS. [118]  
Hongkong, 13th July, 1905.

# CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANAD  
AND THE UNITED STATES.  
CALLING AT SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA AND  
VICTORIA, B.C.  
SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

R.M.S. PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).  
"EMPEROR OF CHINA" 6,000 Tons Com. E. Archibald, R.N.R. WEDNESDAY, 2nd Aug.  
"ATHENIAN" 3,882 Tons Com. S. Robinson, R.N.R. WEDNESDAY, 9th Aug.  
"EMPEROR OF INDIA" 6,000 Tons Com. E. Boetham, R.N.R. WEDNESDAY, 23rd Aug.  
"TARTAR" 4,425 Tons Com. W. Davison, R.N.R. WEDNESDAY, 13th Sept.  
"EMPEROR OF JAPAN" 6,000 Tons Com. H. Pybus, R.N.R. WEDNESDAY, 20th Sept.  
Hongkong to London, 1st Class, via St. Lawrence 460, via New York 622  
Intermediate on Steamers, } £40. }  
and 1st Class Rail } £42. }

THE magnificent TWIN-SCREW "EMPEROR" STEAMSHIP passing through the  
famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to  
VANCOUVER (B.C.) in 12 DAYS and make connection with the PACIFIC OVERLAND  
TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.  
R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" passengers only at  
intermediate rates, affording superior accommodation for that class.  
Passengers Booked through to all principal points and AROUND THE WORLD.  
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval  
Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese  
and Japanese Governments.  
For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to  
D. E. BROWN, General Agent,  
9, Post Office Street.

# VESSELS ON THE BERTH

EAST ASIATIC COMPANY, LIMITED,  
COPENHAGEN.

NOTICE.  
STEAM FOR  
SINGAPORE, COLOMBO AND  
COPENHAGEN.  
THE Chartered Norwegian Steamship  
"MONTBLANC",  
will be ready to load for the above places on or  
about THURSDAY, the 20th inst.  
For Particulars, apply to  
**MELCHERS & CO.,**  
Agents. [1023]  
Hongkong, 7th July, 1905.

AUSTRIAN LLOYD'S STEAM NAVI-  
GATION COMPANY.  
STEAM FOR  
TRIESTE (DIRECT).  
Calling at SINGAPORE, PENANG,  
COLOMBO, BOMBAY, ADEN, SUEZ  
and PORT SAID.  
Taking Cargo at through rates to the BRITISH  
and SOUTH AFRICAN PORTS, RED  
SEA, BLACK SEA, LEVANT, VENICE and  
ADRIATIC PORTS.  
THE Company's Steamship  
"CHINA",  
Captain "omani", will be despatched as above  
on SATURDAY, the 26th inst., P.M.  
This steamer has capital accommodation for  
passengers, electric light and carries a doctor.  
For information as to Passage and Freight,  
apply to  
**SANDER, WIELER & CO.,**  
Agents,  
Princes Buildings,  
Hongkong, 8th July, 1905. [3]

ON SALE.  
BOUND VOLUMES OF THE HONGKONG  
WEEKLY PRESS, JULY TO DECEMBER,  
1904. With Index. Price \$7.50.  
On sale at the Hongkong Daily Press Office  
Hongkong 26th February, 1905.  
**MARTIN'S  
APIOL & STEEL  
PILLS**  
A valuable remedy for all ailments of the  
digestive system. It is a powerful laxative,  
and keeps the bowels in a healthy state. It is  
also a valuable remedy for all ailments of the  
nervous system. It is a powerful tonic,  
and keeps the system in a healthy state. It is  
also a valuable remedy for all ailments of the  
respiratory system. It is a powerful  
expectorant, and keeps the lungs in a  
healthy state. It is also a valuable  
remedy for all ailments of the  
circulatory system. It is a powerful  
stimulant, and keeps the system in a  
healthy state. It is also a valuable  
remedy for all ailments of the  
genitourinary system. It is a powerful  
diuretic, and keeps the system in a  
healthy state. It is also a valuable  
remedy for all ailments of the  
reproductive system. It is a powerful  
stimulant, and keeps the system in a  
healthy state. It is also a valuable  
remedy for all ailments of the  
endocrine system. It is a powerful  
stimulant, and keeps the system in a  
healthy state. It is also a valuable  
remedy for all ailments of the  
immune system. It is a powerful  
stimulant, and keeps the system in a  
healthy state. It is also a valuable  
remedy for all ailments of the  
nervous system. It is a powerful  
stimulant, and keeps the system in a  
healthy state. It is also a valuable  
remedy for all ailments of the  
circulatory system. It is a powerful  
stimulant, and keeps the system in a  
healthy state. It is also a valuable  
remedy for all ailments of the  
genitourinary system. It is a powerful  
stimulant, and keeps the system in a  
healthy state. It is also a valuable  
remedy for all ailments of the  
reproductive system. It is a powerful  
stimulant, and keeps the system in a  
healthy state. It is also a valuable  
remedy for all ailments of the  
endocrine system. It is a powerful  
stimulant, and keeps the system in a  
healthy state. It is also a valuable  
remedy for all ailments of the  
immune system. It is a powerful  
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## POST OFFICE NOTICES.

The *Comandante*, with the English mail of the 19th June, left Singapore on Saturday, the 4th inst. at 11 a.m., and may be expected here to-day. This packet brings replies to letters despatched from Hongkong on the 19th May, and the parcel mails closed in London for despatch by the all sea route on the 7th of June and for despatch overland on the 14th of June.

5-7 Mails for CANTON, SAMSHUI and WUCHOW are closed on week-days at 7.30 a.m. On Sunday the mail for Macao is closed at 8 a.m.  
A mail for MACAO per s.s. *Wingchei* is closed every week-day at 5 p.m.  
Mails for NANTAO, BANHUE, \*KONMOON, \*KUNCHUK, \*SAMSUI, \*WUCHOW and \*CANTON are closed every week-day at 5 p.m. On Sunday the mails are closed at 9 a.m.  
\*No mails are despatched to these places on Saturday evenings, unless previously notified.

## MAILS WILL CLOSE

FOR	PER	DATE.
Hollu	Carl Menzell	Thursday, 13th, 9.00 A.M.
Kelung, Moji, Kobe, Yokohama, Victoria, B.C. and Tacoma Wash.	Pleades	Thursday, 13th, 11.00 A.M.
Moji and Kobe	Maragon	Thursday, 13th, 11.00 A.M.
Macao	Heunghai	Thursday, 13th, 1.15 P.M.
Durban	Katherine Park	Thursday, 13th, 5.00 P.M.
Norwich	M. Struce	Thursday, 13th, 5.00 P.M.
Swatow, Amoy and Foochow	Hutchings	Friday, 14th, 9.00 A.M.
Bangkok	Chongfa	Friday, 14th, 11.00 A.M.
Hongkong	Keongwai	Friday, 14th, 11.00 A.M.
Macao	Heunghai	Friday, 14th, 1.15 P.M.
Swatow and Shanghai	Pauway	Friday, 14th, 2.00 P.M.
Singapore, Sourabaya and Samarang	Hinguan	Friday, 14th, 2.00 P.M.
Manila	Loonyang	Friday, 14th, 3.00 P.M.
Cebu and Iloilo	Kunyang	Friday, 14th, 3.00 P.M.
Shanghai and Chingkiang	Tongmoon	Friday, 14th, 3.00 P.M.
Manila, Zamboanga, Port Darwin, Island, Coktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth.	Chingta	Friday, 14th, 3.00 P.M.
Malacca	Rubi	Saturday, 15th, 9.00 A.M.
Singapore, Penang and Calcutta	Glen Mackenzie	Saturday, 15th, 10.00 A.M.
Europe, Asia, India via Tientsin		
(Late Letters 11.00 to 11.30 a.m. Extra Postage 10 cents)		
(Supplementary mail on board up to the time fixed for departure of the mail)		
Extra Postage 10 cents		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)		
The parcels mail closes punctually at 5 p.m. on Friday		

## TO-DAY.

Sale, Household Furniture, Sales Rooms, Meers, Hughes & Hough, 11 a.m.  
Sale, Dress Materials, &c., Sales Rooms, Mr. V. I. Remedios, 2.30 p.m.

## COMMERCIAL.

## CLOSING QUOTATIONS.

12th July.
On LONDON—
Telegraphic Transfer ..... 110 1/4
Bank Bills, on demand ..... 110 1/2
Bank Bills, at 30 days sight ..... 110 1/2
Bank Bills, at 4 months sight ..... 110 1/2
Credita, at 4 months sight ..... 111
Documentary Bills, 4 months sight ..... 111
On PARIS—
Bank Bills, on demand ..... 238
Credita, at 4 months sight ..... 241 1/2
On GERMANY—
On demand ..... 194
On NEW YORK—
Bank Bills, on demand ..... 46 1/2
Credita, 60 days sight ..... 46 1/2
On HONGKONG—
Telegraphic Transfer ..... 141 1/2
Bank, on demand ..... 141 1/2
On CALCUTTA—
Telegraphic Transfer ..... 141 1/2
Bank, on demand ..... 141 1/2
On SHANGHAI—
Bank, at sight ..... 71
Private, 30 days sight ..... 72
On YOKOHAMA—
On demand ..... 63
On MANILA—
On demand ..... 6 p.m.
On SINGAPORE—
On demand ..... 113 1/2
On HAWAII—
On demand ..... 1 p.m.
On SAIGON—
On demand ..... 1 p.m.
On BANGKOK—
On demand ..... 62
SOVEREIGNS, Bank's Buying Rate ..... 10.45
GOLD LEAF, 100 fine, per tola ..... 55.40
BAR SILVER, per oz. ..... 27 1/2

## OPIUM.

12th July.
Quotations are— Allow no. to 1 catty.
Malwa New ..... \$1200 to — per picul
Malwa Old ..... \$1280 to —
Malwa Older ..... \$1340 to —
Malwa V. Old ..... \$1400 to —
Pure fine quality \$980 to —
Pure fine extra fine \$1020 to —
Patna New ..... \$1175 to — per chest
Patna Old ..... \$1075 to —
Benares New ..... \$1075 to —
Benares Old ..... \$ — to —

## VESSELS EXPECTED.

**THE ENGLISH MAIL.**  
The P. & O. str. *Comandante* left Singapore for this port on the 4th July at 11 a.m., and is due here to-day about 6 a.m.  
**THE AMERICAN MAIL.**  
The P.M. str. *China* left Nagasaki on Sunday at 6 p.m., and is due to arrive at Manila on Thursday, the 13th July at 5 p.m. He is expected here on Tuesday, the 16th July.  
**THE GERMAN MAIL.**  
The I.G.M. str. *Hermann* left Colombo on Friday, p.m., and may be expected here on Tuesday, the 16th July.  
The I.G.M. Australian str. *Prinz Waldemar* left Kobe on Sunday at 6 p.m. via Moji.  
The I.G.M. Australian str. *Prinz Sigismund* left Sydney on Saturday, the 8th July at 2 p.m., and may be expected here on Monday, the 13th July.  
**THE CANADIAN MAIL.**  
The C.P.R. str. *Empress of China* left Vancouver on Monday, the 3rd July, p.m. for Hongkong via the usual ports of call.  
**MERCHANT STEAMERS.**  
The C.N. str. *Chingta* left Kobe via Kuchino on the 7th July, and is due here to-day, p.m.  
The E. & A. str. *Empire*, from Sydney, left Manila on the 11th July at noon, and is due here on Thursday at 2 p.m.  
The Bucknall Line str. *Beralong*, from London and port, left Singapore on the 11th July, and is due here on the 17th July.  
The Boston S.S. Co. str. *Shawmut* arrived at Manila the 4th July.  
The str. *Satsuma* sailed from New York on the 5th June.  
The Boston S.S. Co. str. *Tremont* sailed from Seattle on the 24th June for usual ports of call.  
The C.P.R. str. *Athenian* left Vancouver on Monday, the 25th June, p.m., for Hongkong via the usual ports of call.  
The P. & O. str. *Admiral* sailed from Portland on the 2nd July, and is expected here on the 3rd August.  
The A. str. *Ras Dana* left New York on the 21st June, and is due here on the 21st Aug.

## COAL DEPARTMENT

## MARUNO-UCHI, TOKIO.

Cable Address, "IWASAKI," which applies to all Branch Offices and Hongkong and Shanghai Agencies.

A1, ABC 5th Edition, Western Union Codes used.

All Letters Addressed—

MANAGER, MITSU BISHI CO., with name of place under.

BRANCH OFFICES—

NAGASAKI, MOJI, KOBE, KARATSU AND HANKOW.

AGENTS—

SHANGHAI: H. H. TRIP.

HONGKONG: H. U. JEFFRIES.

MANILA: MACDONALD & CO.

CHINKING: GEARING & CO.

YOKOHAMA: M. ASADA.

CONTRACTORS OF COAL to the Imperial Japanese Navy and Foreign Navies; the Imperial Armies; the Imperial Railway; Sanko, Kinshu and the other Principal Railways; Industrial Works; Home and Foreign Mail and Freight Steamers.

EXPORTERS OF COAL to Hongkong, Shanghai, Hankow, Singapore, Manila, North China, Korean ports and America.

SOLE PROPRIETORS of Takashima, Ochi, Shianew, Namazaki and Kami-Yamada Collieries and also Hojo Colliery, which will shortly be ready to produce on a large scale the best Japan Coal.

Sole Agents for Kigio, Komatsu (Tagawa) and Yashirohachi Collieries (Karatsu).

The Head and Branch Offices and the Agencies of the Company will receive any order for Coals produced from the above Collieries.

Coal sold in 1904 by the Company amounted to 1,520,000 tons.

TAKASHIMA COAL.

Now and additional shafts at the Takashima Colliery have been completed and this well-known best and most economical steam coal in the EAST is now produced in abundance and can be supplied in any quantity.

Hongkong, 15th February, 1905. [1078]

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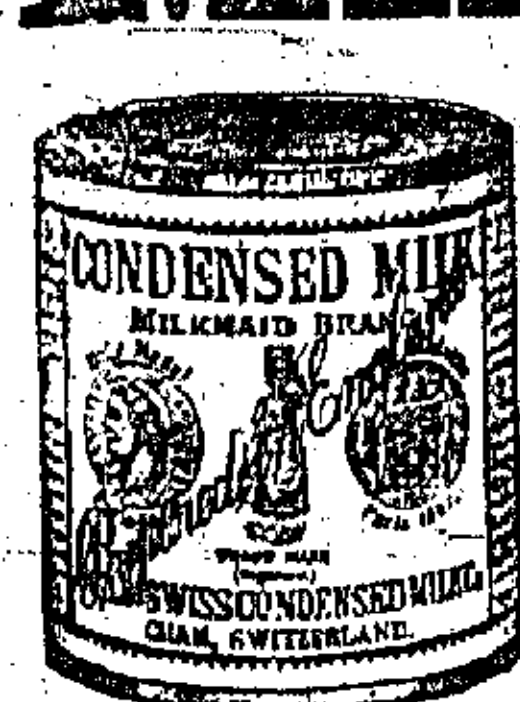
Hongkong, 15th February, 1905. [1078]

Hongkong, 15th February, 1905. [1078]

Hongkong, 15th February, 1905. [1078]

Hongkong, 15th February, 1905. [1078]

## Milkmaid



BRAND  
Milk

Guaranteed  
Full Cream.

Largest Sale in the World.

## JOINT STOCK SHARES.

Hongkong, 12th July.

COMPANY. PAID UP. QUOTATIONS.

Alhambra \$200 \$100.

Banks—

Hongkong & Shanghai \$125 \$890 buyers

National B. of China \$125 \$890 buyers

A. Sheres \$25 \$37, buyers

Dell's Asbestos E. A. \$125 \$61, buyers

China-Borneo Co. \$12 \$147, sales

China Light & P. Co. \$10 \$10

China Provident \$10 \$57, sellers

Cotton Mills—

Kwo \$15 \$14, buyers

Hongkong \$10 \$16, sellers

International \$15 \$16, buyers

Loan Kong Mow \$15 \$16, buyers

Soychow \$15 \$16, buyers

Dairy Farm \$10 \$17, sellers

Docks and Wharves—

Farmham, B. & Co. \$100 \$141

H. & K. Wharf & G. \$50 \$95, buyers

H. & W. Dock \$50 \$105, buyers

New Amoy Dock \$10 \$18, sellers, o.c.n.

Shai & H. Wharf \$100 \$18

Fenwick & Co. Geo. \$25 \$23, sellers

G. Island Cement \$10 \$27, new issue, sel.

Hongkong & S. Gas \$20 \$25, sellers

Hongkong Electric \$10 \$17, buyers

H. Do. New \$5 \$11 1/2

H. H. L. Tramways \$100 \$121 1/2

Hongkong Hotel Co. \$50 \$138

Hongkong Ice Co. \$25 \$24 1/2

Hongkong Rope Co. \$50 \$162

H. K. & W. Water \$10 \$16, sellers

Insurance—

Canton \$50 \$320, buyers

China Fire \$20 \$88, sellers

China Traders \$25 \$67, buyers

Hongkong Fire \$25 \$67, buyers

North China \$25 \$82

Union \$100 \$700, buyers

Yangtze \$50 \$172 1/2

Land and Building—

Hongkong Land \$100 \$116, buyers

Hongkong Estate \$10 \$121, sales

Lo. New \$10 \$121, sales

Kowloon Land & B. \$30 \$40, sales

Shanghai Land \$10 \$122, buyers

West Point Building \$50 \$64, sellers

Mining—

Charbonnages \$25 \$490

Kaols \$10 \$54, sales

Philippine Co. \$10 \$49, sellers

Refineries—

China Sugar \$100 \$211, sellers

Luzon Sugar \$100 \$1, sellers

Steamship Companies—

China and Manila \$25 \$20, sellers

Douglas Steamship \$50 \$364, sellers

H. Ganton & M. \$15 \$23, sales

Indo-China S.N. Co. \$10 \$68, sales

China division \$21 \$25, sales

Shall Transport Co. \$10 \$48 1/2

Do. Preference \$10 \$35, sellers

Star Ferry \$10 \$35, sellers

Do. New \$5 \$27, sellers

Shanghai & L. Dyeing \$50 \$50

Southern China A. Post. \$25 \$22, sellers

Steam Laundry Co. \$5 \$3

Do. \$5 \$3

Stores & Dispensaries—

Campbell, A. & Co. \$10 \$38

Powell & Co. Wm. \$10 \$114, sellers

Watkins \$10 \$74, sellers

Watson & Co. A. S. \$10 \$121, sales & buy.

United Asbestos \$5 \$84, sellers

Do. Foundries \$5 \$180

VERNON & SMITH, Brokers.

HONGKONG TIDE TABLE.

From 13th to the 10th July.

To correct Zone Time add 23 min. and 18 sec.

High Water. Low Water.

Thurs 13 11 00 00 00 00 00 00

Fri 14 10 55 00 00 00 00 00

Sat 15 10 50 00 00 00 00 00

Sun 16 10 45 00 00 00 00 00

Mon 17 10 40 00 00 00 00 00

Tues 18 10 35 00 00 00 00 00

Wed 19 10 30 00 00 00 00 00

## NOTICES TO CONSIGNEES.

## "GLEN" LINE OF STEAMERS.

## FROM LONDON, MIDDLESBORO, AND ANTWERP.

## THE Steamship

## "GLENLOGAN"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out, marked by mark, and delivery can be obtained as soon as the Goods are landed.

Optional goods will be carried on unless instructions are given to the contrary before 4 p.m. To-day.

Goods not cleared by the 14th inst., will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which no claims will be recognized.

McGREGOR BROS. & CO.,

Hongkong, 7th July, 1905. [1624]

## FROM ANTWERP, PENANG AND SINGAPORE.

## THE H.A.L. Steamship

## "ARCADIA"

Captain Schmidt, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature by the Undersigned, and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before To-day.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th July, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th July, at 3 p.m.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 8th July, 1905. [1631]

## BOSTON TOWBOAT COMPANY.

## NOTICE TO CONSIGNEES.

## STEAMSHIP "PLEIADES"

## FROM TACOMA, VICTORIA, YOKOHAMA, KOBE AND MANILA.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LD.,

Hongkong, 11th July, 1905. [7]

## PORTLAND AND ASIATIC STEAMSHIP COMPANY.

## NOTICE TO CONSIGNEES.

## STEAMSHIP "NUMANIA"

## FROM PORTLAND (OR), YOKOHAMA, KOBE AND MOJI.